

**From:** <LCamen@aol.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 3/27/01 6:53PM  
**Subject:** I-94

I am against the proposed I-94 expansion.

Laurel C. Camen  
9850 Rushton Rd.  
South Lyon, MI 48178

**From:** "McCarthy, Robert (R.J.)" <rmccarth@ford.com>  
**To:** "Jose Lopez" <lopezjos@mdot.state.mi.us>  
**Date:** 3/28/01 4:59PM  
**Subject:** RE: I-94 Projects - please get on with massive re-construction

Jose,

Thank you for the consideration. Further comments should read:

I-94 is the gateway to our city and through our city. Every airline passenger is forced to travel this freeway upon exit of Metro Airport regardless of destination. As many travel towards or across the city they are now met with now the oldest (1953, one year prior to when I was born) beaten up road in the US. (the Davison being the previous holder of this record). As an engineer and commuter forced to cross from east to west side daily, I highly recommend a drastic re-design & re-construction with 4 lanes in each direction as soon as humanly possible. Detroit will never have a chance without it.

Bob McCarthy  
Ford Racing - Jaguar F1  
Roush Technologies Bldg.#21  
12700 Reeck Road  
Southgate, Michigan 48195  
Phone (734) 374-7331  
Mobile (313) 505-1835  
Fax (734) 374-7329  
rmccarth@ford.com

**From:** "Kristin Olin-Sullivan" <kolin@hfcc.net>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 3/29/01 9:25AM  
**Subject:** Rail system vs. I-94 expansion

Dear Mr. Lopez,

Please consider a rail system vs. the expansion of I-94. Even though I drive 94 daily and would welcome relief from the stress and road rage that freeway travel brings, I am most concerned for the many, many people who are unable to get to meaningful employment because they have no transportation. Southeastern Michigan has no reliable public transportation system-if you don't own a car, with all the trouble and expense that comes with that privilege, it is nearly impossible to move about efficiently, or inefficiently.

Southeastern Michigan is an embarrassment-especially when comparing it to any other major metropolitan city in the United States. Visit Chicago, Atlanta, Toronto, San Francisco-You don't need a car! One feels welcome in those cities because it is easy to move about-Detroit is just the opposite. It is one of the most unwelcoming, difficult cities I have ever experienced.

The entire State of Michigan would benefit from the improvements a rail system would bring to southeastern Michigan. Please do not throw away more money on a freeway that will be constantly under construction or repair - Do something that will benefit more than just those who can afford cars!

Thank you,  
Kristin Olin-Sullivan  
20838 Country Club Drive  
Harper Woods, MI 48225  
313-882-3751

**From:** "Anderson, Scott" <Scott.Anderson@ps.net>  
**To:** "lopezjos@mdot.state.mi.us" <lopezjos@mdot.state.mi.us>  
**Date:** 3/29/01 1:14PM  
**Subject:** I-94 plans

To: Scott Anderson  
From: Jose Lopez  
Subject: I-94 plans

Mr. Lopez,

I have not been able to attend any public hearings in person, so with your kind permission I would like to make my comments on the Interstate 94 reconstruction via this medium.

I join with those who would prefer to see money spent on transit, rather than simply continuing to add lane miles of freeway. I commute every day from northeast of Detroit to Dearborn, travelling a few dozen miles on I-94. When all three lanes are open, which is rarely ever the case for the whole trip, it's a nice drive and traffic moves fairly well. It costs an incredible amount of money to maintain it in its present form. Adding lanes and service drives will only add to the overall maintenance costs. In addition, the wider road would cause more traffic (a historically undeniable trend), which would add to the headaches involved with trying to drive through the construction zones. I'm not talking about the widening of the road, I'm talking about the ongoing maintenance once it's widened.

If we had any kind of a reasonable transit system - which metro Detroit, in my opinion, has NEVER had - we would have the option of not driving to work, not driving to and from the airport, not driving to and from shopping, and so forth. In my case, I could easily drive the short distance to a park-and-ride lot, and commute from there. But Detroit area residents have never been given that option.

I think the reconstruction of I-94, IF it includes that addition of a light rail corridor, is something I would approve of. But I join the chorus, and it's growing, saying don't just build more freeways. Detroiters need choices, not lane miles of freeway. I would be perfectly willing to participate in any kind of project devoted to the planning, funding and implementation of a reasonable transit system for metro Detroit.

Thank you,

Scott C. Anderson  
perotsystems  
Scott.Anderson@ps.net <mailto:Scott.Anderson@ps.net> +1 313 317-1356

**From:** "Thomas McCarthy" <tjmccarthy@mimyg.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 3/29/01 1:56PM  
**Subject:** I-94 Rehabilitation public comment

Dear Mr. Lopez,

Please add my name to the other members of the public who believe that the rehabilitation of I-94 must only be done in conjunction with building a ground level rail system from Mt. Clemens thru Detroit past Metro Airport and ending in Ann Arbor for phase one. Such a system can be created entirely within the I-94 right of way and is similar to the mass transit system in Chicago from O'Hare to the city.

Failure to create a rail system now will be the last straw in any effort to make Southeast something other than a sprawling suburban area with a decaying City (Detroit) at its core, and aging inner suburbs that face a similar fate.

This project is judgment day for the mass transit issue in S.E. Michigan for this century.

Thomas J. McCarthy  
40700 Woodward Ave.  
Bloomfield Hills, MI 48304  
(248) 642-5770

From: "Sherry" <sherwells@tm.net>  
To: <lopezjos@mdot.state.mi.us>  
Date: 3/30/01 9:29AM  
Subject: 194

Yes, please, let's have a rail system INSTEAD of more concrete on our lands keeping the ground from breathing and soaking up rains, etc. etc. (I see potholes as nature's attempts to breathe).

Let's have less pollution, less expense, people who can get off welfare and eat because they are not having to buy a car and pay heavily to keep it running—gas, maintenance, insurance, repairs just to try to get to jobs which are going begging in the 'burbs. Fewer parking ramps also covering up ground. Let's have more trees which is also better for pollution, and tempers. Fewer cars on the road, less road rage!!

I enjoy being in a city that I can get around using mass transit—San Francisco area where I took buses and trains and got everywhere I wanted that way—airport, downtown, strange places like Emeryville dropped right in front of the light industrial building I wanted; in Boston, New York City, Chicago, Toronto. A 25-year old from California who traveled 16 countries in Europe with a backpack had to hear me say it several times and look up our bus info. before she understood that you can't get much of anywhere on mass transit in Detroit. And not at times which we'd want her out alone.

I live in Ferndale a block from Woodward. I try to use the bus when I need to go downtown Detroit—I pay for the bus round-trip what I'd pay for parking. But invariably the bus I'm waiting for is late or missing and they don't run often enough as light rail could, so sometimes, depending on what and when I need to be somewhere for (such as court), I can't chance taking it.

Bring back the Interurban!

I used to live near downtown Mt. Clemens and would have taken light rail to Detroit courts had it been there.

I appreciate the opportunity to use e-mail. I often use Fax as I understand that carries more weight as if it took more time and thought. But this has, too.

Sherry A. Wells

(attorney, author, once on welfare myself—Lansing buses back then were barely useful and I was only going from a block off the busline on the south end of Lansing to MSU—but taking my son to get free shots at the immunization clinic cost me missing a whole day of work and was still hard to get to).

From: "Martin Rose" <agc\_mi@voyager.net>  
To: <lopezjos@mdot.state.mi.us>  
Date: 3/30/01 2:29PM  
Subject: I94 Road construction

It seems that whenever a road is widened, all it does is generate more traffic and does not alleviate the original overcrowded condition. It is the old "If you build it, they will come" philosophy. At the enormous cost of this project, it seems to me that Detroit should start getting smart and develop a usable mass transit system (at a fraction of the cost) as have other great cities. This city will never be in that elite class until this happens.

C. M. Rose

From: <StreetMI@aol.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 4/4/01 3:10PM  
Subject: I-94 expansion

Dear Mr. Lopez,

I have been living in the Detroit suburbs all of my life. Like most of the 4 million people who make up this area, I have owned a car since age 18 so I could work and go to college. I love driving, but I HATE sitting in traffic jams on potholed roads that are over-congested. I also HATE the fact that the collective City of Detroit does NOT have a good, reliable public transportation alternative.

2 Months ago, I moved into the City of Detroit. I love living there and the traffic isn't bad, however, if I had an alternative to take reliable Public Transportation to work, I WOULD! When I heard about the \$1.3 Billion I-94 expansion to "help alleviate traffic" I was appaled! It's already 3 to 4 lanes wide, how much wider does it really need to be? Why aren't we using some of this \$1.3 Billion to invest in a REAL Public Mass Transportation System? Our traffic woes will only get worse as Our Metropolis' population continues to grow. People are already tired of the traffic jams and long drives. Infact, I have talked to many people with whom I work and many of them have agreed that they would rather "leave to driving to someone else" and take a reliable Public Transport.

As a Michigander, I disagree that throwing more money at our freeways is going to fix any of today's or tomorrow's traffic problems. I will do what I can do to make sure that the true voice of the Metro people is heard. Let's start building an infrastructure and help reduce pollution and roadway congestion. Let's do something smart for a change and buy something useful... not just make our roads bigger. Please, take a serious look at Public Transportation for the Detroit Metropolitan area, install it and fix your freeways as they exist today. You'd be surprised at how receptive Metro Detroiters will be to a reliable Transport system!

Walter Rochowiak  
City of Detroit Resident



**From:** <harvestmoon2701@att.net>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/4/01 12:37AM  
**Subject:** The I-94 rehabilitation project

Jose Lopez  
MDOT Public Hearing Office

This letter is in regards to the the recent, March 19, article published in the Free Press authored by Karen Kendrick-Hands. I am sure that you are aware that Karen feels that this very expensive project will not serve the best interests of the general public. I have to agree with Karen that this project is not necessary and should be scaled down, bigger is not necessarily better.

I would like to see proposed projects of this magnitude openly discussed on Television or the Internet with the pros and cons presented to the public citizens. Certainly there are issues here that will have a lasting impact on people in many walks of life.

Sincerely yours,  
Thomas Houle of Dearborn, MI.

So Long Until Tomorrow- Lowell Thomas

**From:** greg norris <norrisgroup@mail.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/4/01 7:03PM  
**Subject:** I 94 and mass transit

dear mr lopez,

the plan to widen I 94 is short sighted and an inefficient use of my money. while the plan would reduce congestion, it is not the most logical choice. other options are available and make much more sense. commuter rail is the obvious choice for reducing congestion. this can also be done at a fraction of the cost. there has been little or no action to improve the mass transit options in metro detroit. Spending 1.3 billion dollars on only seven miles of freeway is ludicrous. until we have leaders who are not being bought out by highway lobbyist will we have intelligent decision making regarding transit options. please forward my comments to the governor and those involved in spending my money.

greg norris  
citizen

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FREE Personalized Email at Mail.com  
Sign up at <http://www.mail.com/?sr=signup>

From: <Forsterkh@aol.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 4/5/01 10:07AM  
Subject: I-94

Dear Mr. Lopez,

After reading the Free Press editorial on I-94 this morning, I felt compelled to write. There has been a lot of ink devoted to the elimination of sprawl in the city of Portland, Oregon. They offer incentives for use of mass transit by their residents. We have numerous issues at stake in the Detroit area. We have seen our population decrease, which will cost us representation. We face ever burgeoning suburban sprawl, with its ancillary exigencies. We have been named the second fattest city in the nation, largely due to our use of the auto. The time has come for us to plan our future, rather than retro-fit for sprawl. Our new airport terminal will increase usage of the airport, by both locals and visitors. We need to address the need for ground transportation for the masses. Too much land is devoted to parking lots and structures, and still it is inadequate. Establishing a light rail line from Metro Airport to downtown Detroit can begin to instill habit forming behavior for further mass transit. Since Detroit is a hub city, many visitors will incur lengthy layovers at the terminal. How nice to be able to offer an alternative for visitors, to spend some time in our city, by utilizing light rail to downtown — perhaps connecting with shuttle busses up and down Woodward to link our best attractions. Let's begin with sound planning, rather than retro-fitting.

Kathleen

Forster

2

Sycamore

Grosse

Pointe, MI 48230

CC: <RGFORSTER@aol.com>

**From:** <EirtluomP51@cs.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/5/01 7:04PM  
**Subject:** I-94 Expansion in Detroit

Mr. Lopez, I think instead of using so much money to build more freeways it would be better for this state to invest the funds in a rapid transit system for the Detroit Metro area. More freeways only take out of use valuable land and also contributes to urban SPRAWL. The metropolitan Detroit area is possibly the only large metro area in the world that does not have some form of rapid transit. Until this area does have such a system in place it will never reach its potential as a great City. Think about it - invest the money where it will be of benefit instead of spreading more BLIGHT and SPRAWL.  
Eirtluomp51@cs.com

**From:** <StWoodward@aol.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/6/01 7:39AM  
**Subject:** I 94 widening. Metro Detroit transit

Don't Go there. I am the Chairman of the Friends of Woodward, Detroit, a participant in Regional Citizens League who co produced to Metro Transit Video Taped Forums in the mid 90s and a concerned citizen. We need a Metro Transit Vision not one very expensive reworked archaic road, I 94. Don't go there. Please make sure that all aspects of this are calculated before you waste our money on this ill conceived notion. Metro Detroit needs a Transit Vision to reduce the use of the Single User Vehicle.

Steven W. Reifman  
Reifman & Glass, P.C. Attorneys at Law  
LegalGenius.com, Cyber Legal Service Access & Exchange  
30300 Northwestern Highway, Suite 301  
Farmington Hills, MI 48334  
248-932-4000  
fax 248-932-4009  
email to stwoodward@aol.com

From: <R2ANDR1@aol.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 4/9/01 6:33PM  
Subject: mass transit

I think we can't build our way out of road congestion. I am totally in favor of spending money, instead, on mass transit- today- on a bus system that can really work and in the future on light rail. If we're only committed to keeping our area one of the most segregated cities in America, then mass transit will never happen. But if we put our money where our mouth is, then it MUST happen. Most vibrant cities I have visited have a sophisticated mass transit system that citizens and tourists alike feel comfortable with. How about extending the Peoplemover north along Woodward through to Pontiac? Wow. That would be a great start.

Thank you Rochelle

Forester

Birmingham

**From:** Greg Abdo <au877@detroit.freenet.org>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/10/01 8:23AM  
**Subject:** Transportation

Mr. Lopez,

Some thoughts on the widening of I94, or any road.

Talk to young people who must be chauffeured everywhere and only the elite few get a car when they turn sixteen.

Talk to old people who cannot afford upkeep on a car on fixed income and often are simply not fit to survive in the aggressive driving environment.

Talk to blind or otherwise handicapped person who will tell you the transit shows up late, if at all.

WE ARE NOT TAKING CARE OF OUR MOST PRECIOUS SEGMENTS of society by only providing auto transit.

THE ROADS WE HAVE ARE IN TERRIBLE SHAPE. Funds for new road building must be diverted to maintaining existing roads.

IN THE INTEREST OF NATIONAL SECURITY, with so much industrial freight being diverted from railroad to truck, and with our gasoline supply so dependent on foreign oil we need a balanced multi-modal transportation system.

I think alleviating rush hour commuting traffic with rail corridors should be a targeted problem that would not threaten our love affair with the automobile.

Thanks for hearing me out. Hey my car's in the shop and there's no way to get anywhere so what else is there to do but write letters?

Greg Abdo  
29760 Pierce  
Southfield, MI. 48076  
248-443-5414

**From:** Dwight Labadie <dlabadie@email.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/12/01 11:18PM  
**Subject:** I-94 project

The proposed project is badly needed and overdue. Its better to get it going and over with ASAP. There will always be somebody to complain about something. Never mind that, get the job done.

Dwight Labadie  
dlabadie@email.com

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FREE! The World's Best Email Address @email.com  
Reserve your name now at <http://www.email.com>

**CC:** <kmoran@candgnews.com>



From: Tim Robson <trobson@ncgdenstor.com>  
To: "lopezjos@mdot.state.mi.us" <lopezjos@mdot.state.mi.us>  
Date: 4/17/01 10:55AM  
Subject: I-94 Rebuild Comments

As a commuter who daily travels I-94 from Clinton Township to Dearborn and back, I have several comments regarding the renovation of I-94 between Conner and I-96. I was outraged to read about these various groups, who represent probably all of about 30 people, opposing the redesign-rebuilding-expansion of the I-94. All you have to do is drive it most anytime of the day or night and it's a mess. I have never commented publicly on any issue, but this is important enough to the region where ordinary citizens might comment and make a difference.

- 1) It's a 50 or so year old freeway. Adequate when it was built, but woefully inadequate today.
- 2) You'll probably only get one chance to fix it. So fix it right.
- 3) It will be very expensive to properly redesign and rebuild but when finished, it will last another 50 years or more
- 4) The environmentalists and the "not in my back yard" groups fail to recognize the economic and social impact of the freeway on the region. A properly designed expansion will ease traffic congestion and eliminate the endless delays through the area.
- 5) You should acquire as much property as you need to properly design a solution. Half-baked solutions today result in no solutions in the future as the traffic continues to build and increase.

Here are my specific comments on what needs to be done to take this freeway into the new millennium:

- 1) Eliminate the left hand exits and entrances at The Lodge. This current configuration moves a lot of traffic from the slower lanes to the faster lanes for exits and brings slower entering traffic into the higher speed left hand lanes. Of all the myriad of possibilities on renovation, this I feel is the most important and would have the most impact on traffic flow.
- 2) Add as many lanes as possible to the freeway itself. I read that you were considering a 3 lane service drive in each direction. If one of those lanes could be added to the freeway itself, you would create a better solution for the greater number of people.
- 3) Establish "Through Traffic Express Lanes" for those that are not exiting at 75, M-10 or 96. This solution isolates those passing through from those that are exiting at any of the other freeways. It will move the traffic through the area more expeditiously and improve the ingress and egress of those using the other freeways.
- 4) Re-work the 94 West to 96 East(Bridge to Canada) exit. That left hand turn under 96 is too sharp and comes up very quickly for the unsuspecting.

Having found your web site regarding this project, it seems as if you have addressed all of these issues. I fully support your Build Alternative as it is designed. Thank you for providing a forum for individual citizens to comment. Hopefully, more people, without ties to all the special interests and the "not in my back yard" groups, will comment as well.

Please feel free to contact me if you have any questions.

Tim Robson  
NCG Denstor  
810-790-4840, Ext.22  
trobson@ncgdenstor.com

**From:** "Gary G. Naeyaert" <gnaeyaert@mrba.com>  
**To:** Jose Lopez <lopezjos@mdot.state.mi.us>  
**Date:** 4/17/01 4:35PM  
**Subject:** Comments on I-94 Project

Jose -

The Michigan Road Builders Association (MRBA) strongly supports MDOT's proposed improvements to the I-94 corridor (between I-96 & Connor) in Detroit. The total reconstruction and widening of this portion of I-94, along with newly designed and reconstructed interchanges at both I-75 and M-10 are sorely needed. If you need additional feedback from our organization, please do not hesitate to contact me.

Gary G. Naeyaert  
Director of Government & Public Relations  
Michigan Road Builders Association  
517-886-9000 (office)  
517-281-2690 (cellular)

"MRBA: The Voice of Michigan's Road & Bridge Building Industry"

From: <cy.chauvin@cmdg.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 4/18/01 8:50AM  
Subject: I-94 Expansion/Widening

Dear Mr Lopez,

I am very concerned about the proposed widening of I-94 because of the way it may impact and even destroy some neighborhoods in Detroit, particularly near Wayne State University. Detroit has had too many negative projects like this, destroying housing or causing people to believe their house may be taken for a project, so abandonment begins even if their house is not needed for the project.

I can already hear the noise from the freeway (as well as from City Airport) and worry what a widened freeway may bring in that regard to my home.

I would prefer to see more effort taken to improve public transportation in Detroit so that it becomes a real and viable alternate, a choice one might gladly make, and not simply be forced to take for lack of a car. In my neighborhood, we are also plagued by junked and abandoned cars, the result of people being forced by lack of adequate public transportation to buy cars yet not able to afford the maintenance for them. Recent articles in the newspaper discuss how lack of reliable transportation is the biggest problem facing those changing from public assistance to the job market. Then there is the huge subsidies required to build large parking garages downtown for new developments such as the Compuware Office project funded by the City's DDA. These subsidies consume tax dollars that should be spent on city services. It seems that decent public transportation can solve all these problems but it will require real collaboration on the part of the city and state for it to happen. We need to stop solving just part of the problem and get at the root cause of it all.

I also think that some improvements on the major surface streets in Detroit, such as Gratiot, Woodward, etc., with some of the shifting traffic lanes during rush hour that have been used in Washington DC might help solve the problem, ie. during morning rush hour two additional lanes toward downtown would be designaed, while at eveing these lanes would reverse and take traffic away from downtown.

Anything would be better than spending \$1.3 billion on this, it's too much money and will solve so little.

Cordially,

Cy Chauvin

14248 Wilfred  
Detroit, MI 48213

CC: <Cy\_Chauvin@altavista.com>

**From:** Jim Rockcole <jrockcole@home.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/18/01 8:22PM  
**Subject:** I 94 Project

I would like to have my voice heard on the proposed I-94 project from the I-94/96 junction to Connor.

Whatever can be done to improve I-94 should be done as soon as possible. The freeway from about 8 Mile through Detroit should be an embarrassment to MDOT and the various state and local authorities. How it could be neglected for so long escapes all reasoning. Looking forward, I feel that your proposal of reconstruction, resurfacing and widening is the proper thing to do.

Thank you for your time.  
Jim Rockcole  
Macomb Township

**From:** "micaheho" <micaheho@gateway.net>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/18/01 8:33PM  
**Subject:** I94 Project

I am writing in response to the article on the upgrade and expansion of I94. This project is very much needed and should of been done years ago. Anyone who drives on I94 from the east side of Detroit to downtown on a regular basis would agree. I94 freeway is definitely outdated and not large enough to handle all the traffic to and from downtown. Everyone talks about revitalizing the City of Detroit. If the commute to the City is not a pleasant experience, it doesn't really matter how much you spruce up the City - no one will be driving down there to see it. The longer you put off the project the more expensive it will be. I vote for doing it NOW!!!

Carolyn Fitzgerald

**From:** <WTBJHickey@aol.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/18/01 10:22PM  
**Subject:** I-94 Project

Dear Mr. Lopez,

We write to express our concern for and opposition to the I-94 rehabilitation project. As we understand it, MDOT wants to spend \$1.3 billion on widening a 7-mile stretch of the freeway. That amount of money could build regional rapid-bus or rail systems in up to 10 metro areas. There's plenty of cash for transit in Michigan, if MDOT would stop pouring it into new and wider roads. Enough with the pollution and sprawl that ever-widening roads produce!

Very Truly Yours,

Bill and Billie Hickey  
20445 Briarcliff Rd.  
Detroit, MI 48221

**From:** "Shawn Zedzie" <zedzie@worldnet.att.net>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/19/01 10:29AM  
**Subject:** I-94 Expansion

Jose A Lopez,

I am sending this email to simply express my support for the proposed expansion of Interstate 94. As the pipeline of our city, it is an embarrassment and a disgrace to locals as well as visitors who have to avoid this road at all costs due to congestion, road conditions, and constant minor construction. It is in the opinion of this registered voter and his family that our tax dollars need to go towards things that will benefit the people. As the "Motor City" it is quite pathetic that our main corridor is a dilapidated, deteriorating stretch of rubble that will only continue to get worse unless addressed on a large scale.

Sincerely,

Shawn J. Zedzie  
40649 Colony Drive  
Sterling Heights, MI 48313

**From:** Kevin Dewey <kevin@icemcfd.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/16/01 11:07AM  
**Subject:** I-94 Reconstruction

Jose A. Lopez  
Public Hearing Officer  
Bureau of Transportation Planning  
Michigan Department of Transportation

Dear Mr. Lopez,

I am responding to an article that appeared in the Grosse Pointe Times, April 11 regarding I-94 rehabilitation planning. I guess the plan is to

expand the corridor between Connor and I-96, by adding lanes to accomodate expected growth in traffic by 25% by the year 2020.

I also noticed in the article that a lot of people are not too pleased with the idea. A recent survey shows that 59 percent of respondents are

in favor of an alternative; the alternative most likely being some form of mass transit. I am also in support of a mass transit alternative. Thus, I wish to put my "vote" in to stop the reconstruction for I-94 and

anywhere else in the southeastern Michigan.

I must say, it took this long for people to finally wake up. When you're stuck in a traffic jam with hundreds of vehicles around you, almost all of which contain one person and with an engine powerful enough to haul 40 to 50 people, it makes you wonder how we have evolved to put up with such mass insanity.

Part of the problem is simply that Detroit is Motown, home to the Big Three. Advertising and propoganda to push the ideal of the American Love Affair with the Automobile is probably more paramount here in Detroit than anywhere else in the country. With public enthusiasm on the automaker's side, it was easy for them, particularly GM, to dismantle the existing public transit system and make the words "mass transit" seem like some sort of plague in the eyes of most Detroiters.

Automobiles provide "indepence"; freedom to pretty much travel anywhere. They also provide thousands of jobs; our economy became dependent upon them.

They also require millions of acres of concrete for paved roads for which land had to be sacrificed. Land for trees, farms, housing; land that was literally raped. They also require what may be the worst waste

of resources imaginable. All of the steel, plastic, rubber, glass, etc. The extraction and production of these materials are responsible for unearthly amounts of toxins in the land, air and water. Then, the operation of the vehicles spew out yet another huge dose of pollution; causing higher rates of cancer, asthma, brain damage (when lead was being used in gasoline)... the list goes on.



Mass transit will also cause the same problems. Energy and resources would of course be needed, also producing pollutants. But imagine the scale! Maybe one/one hundredth of the resources and pollution needed and produced by the automobile. One car engine to haul 50 people if buses were being used. Rails would be even more efficient. We wouldn't

have to patchwork our countryside with yet more ugly concrete. We wouldn't have to further destroy existing urban environments.

Besides the reduction in pollution and use of resources, imagine the other benefits of using mass transit:

**Stress reduction:** for every day, home-to-work commute, you wouldn't have to worry about tailgaters, excessive speeders, hyper aggressive idiots whose foray into good time adventurism is to drive their cars at 110 mph making sure they're "ahead" of everybody else. You wouldn't have to worry about getting to your destination at all; a safe/efficient

system would allow you to relax, read a book, talk civilly to a stranger next to you.

**Love thy neighbor:** that stranger next to you could become your friend. If your commute is daily, you may develop a healthy repoir with other people. This certainly beats the isolation and anger one gets in a car,

talking to somebody in a friendly manner instead of giving him/her the "finger."

**Lessen segregation:** Commuting with other people gives you more of a sense of their not being strangers. White suburbanites travelling alongside inner city blacks wouldn't feel so afraid or angry. This would also lessen suburban sprawl. The great white exodus out of Detroit for the past thirty years is still continuing as blacks try to seek greener pastures in the immediate suburbs. If people worked and travelled together, they would get along better and not feel the need to

isolate themselves. Eventually, maybe move back and revitalize the city of Detroit itself.

**Increase in health:** instead of being encapsulated in an automobile, people would walk to a station. A little fresh air and exercise just before and after work. What a novel idea. No more intake of fumes while stuck in a traffic jam. Less fumes breathed in by residents living along major highways.

**Jobs:** Let's face it. The auto industry has let Detroit down. The good

paying, unskilled jobs in the factories for auto production has moved out of Detroit to down South, Mexico and Korea where cheaper labor is found. The excuse of job dependency on the automobile is less viable. The construction and maintenance of a mass transit system would be a boon to Detroit; a large new source of skilled and unskilled jobs. New technologies for greater efficiency, faster speed and environmentally less harmful modes of locomotion would be developed, providing plenty of

opportunities for engineers and scientists.

Cost: The article states that I-94 reconstruction would be 1/10th of the cost for a rail system connecting Detroit with three major nearby towns. Also, day to day cost for the transit user would have to be much

less than maintaining and fueling a car.

I could continue on to write a book about the advantages of mass transit

over the automobile but feel I have gone on too long already. I am so glad that an opportunity is available for the public to speak out and hopefully influence a decision to stop the growth of a sick, wasteful and maddening mode of transportation and maybe institute a more sane replacement.

Sincerely,

Kevin Dewey  
311 Hillcrest  
Grosse Pointe Farms, MI 48236

—  
Kevin Dewey  
Technical Support Engineer  
ICEM CFD Engineering  
(734) 953-0300  
(734) 953-9676 (fax)

CC: <kmoran@candgnews.com>

**From:** "LorenJL@myvzw.com" <LorenJL@myvzw.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/19/01 10:24PM  
**Subject:** I-94 widen??...No!!!

We, the citizens of Southeastern Michigan, want mass transit options.....JUST like those people in other large cities across North America...yes, we are exactly like others in Chicago, Portland, Toronto, San Francisco, Cleveland, etc, etc....We would like to lessen our dependence on traffic clogged freeways and simply sleep on the train or high-speed bus on the way to work or University!!! Why do those in charge of the final decision feel like they can dictate our feelings and needs?? Please do something to help us out as a region and a state...lets become a respected model for the Nation and world again....don't allow the ludicrous, bloated expansion of I-94 through Detroit!!! Thank you!

From: Duane Larkin <dlarkin@todaylink.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 4/22/01 4:40PM  
Subject: I-94 expansion...just say no!

Mr Lopez;

As a cyclist and motorist I am appalled by the planned 'improvements' slated for I-94. When will we stop allowing the automobile to ravish our environment?

I would much rather see the 3 rail lines connecting Mt Clemens, Pontiac and Ann Arbor to the city of Detroit, than 6 miles of concrete to alleviate the few hours of weekday morning traffic for this small stretch of roadway. The overweighted truck traffic will soon reduce this stretch into the potholed mess it currently resembles anyway. Talk about throwing away money!

The entire region seems to have a traffic problem in the morning no matter the destination. Spending \$1.3 billion to supposedly 'solve' the problem for only a 6 mile span seems like a huge expenditure that will benefit a small and select group.

I urge MDOT to seek out and implement alternative methods of transportation for this area and drop this boondoggle waste of taxpayer dollars. It's like using a bandage for an amputation.

I live, work and play in the metro Detroit area...I pay city and state and federal taxes...I ride the roadways on bikes and in cars...and I'm not alone. We need a mass transit plan and we need it NOW. Take the funds earmarked for the expansion and spend it on a better way to move more goods and services more efficiently. With the direction of gasoline prices we could really use an alternative to single-occupant motor vehicles clogging our roads and choking the atmosphere.

Sincerely,

Duane Larkin  
Detroit, MI

From: "john abbey" <bikemoose@hotmail.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 4/21/01 8:43AM  
Subject: Comment: I-94 Project

Jose,

I understand that your office is accepting comment upon the I-94 project, here is mine.

It has come to my attention that your office has stated that it wants to build six miles of expansion to I-94 to solve traffic congestion. Your office has also stated that for the same expense it can build three rail lines connecting Mt Clemens, Pontiac and Ann Arbor to the city of Detroit.

While the extra capacity added on I-94 may solve problems during the rush periods for a short time, the bottleneck will most likely reappear in time, either in the same place or in one or more related areas. Also during the rest of the day this extra capacity is underutilized. When looked at in future consideration, the I-94 expansion only "solves" an immediate problem by moving it either in time or location, it does not contend with future possibilities.

I believe that a rail project provides a much larger benefit overall to the metropolitan area. It will create an alternative to automotive transportation within the main commuting corridors of the area. It will also help to relieve the pollution problems that we are starting to come up against (non-attainment of EPA controls). I believe that the rail project can help revitalize the area by making the area more livable. The proximity of a central hub (station) provides businesses a larger area to recruit workers from without the extra expenses involved with parking availability and traffic tie-ups downtown. In addition, if we experience another large increase in gas prices (a huge probability), the rail service available could allow the area to more easily survive the problem and possibly even benefit from the situation by still having workers available in spite of increased transportation costs.

I would rather increase our transportation choices/availability by introducing variety by way of rail. I understand that high-speed rail from Detroit to Chicago is being considered as a possibility for the region. It makes sense that we have rail connections available in the metro area for these people also. As the country continues to grow, the Detroit area will eventually need to make convenient connections available to the entire region, or be left behind. We have already experienced some of this in the population loss we have experienced in the city proper. We have to realize that we are not the first choice as an area for many businesses because of our location, any improvement or "extra" we can provide increases our desirability as a viable business location without having to provide tax breaks to attract them.

I urge MDOT to continue to seek out and implement alternative methods of transportation for this area and end consideration of the I-94 project.

John Abbey

**From:** "Gregory Gromaski" <Gregory.Gromaski@trw.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/20/01 3:25PM  
**Subject:** 1.3 billion and 6 miles of I-94

To: Jose Lopez  
Cc: Gregory Gromaski  
Subject: 1.3 billion and 6 miles of I-94

Mr. Lopez,

MDOTs aim at reducing congestion in the Metro area is misguided if you think the solution lies in the expansion or repair of our highway systems. It does, in fact, lie with the enticement of families back from the suburbs. Not encouraging them to move farther and farther afield through a greater array of highways.

Public transportation alternatives, such as light rail systems, and bussing would make much more sense if the majority of families didn't live 45 minutes to an hour from downtown Detroit. With more persons living closer to their place of work and worship, citizens would embrace mass transit--as they have in other cities. Pedestrian and bicycling traffic would also become en vogue, if encouraged from the top, reducing congestion even further.

I'll wager the economy would get a tremendous shot in the arm as more companies fought to tap this new market by relocating into a revitalized Detroit City. All would happen without band-aiding problems here and there with your 1.3 billion dollars.

Detroit, with its distinction as the largest American city without a light rail system, is considered to be the "heart of the beast" to those pushing for a reduction in the use of fossil fuels. Why must we flaunt the fact that this is the city the automobile built by filling our roads beyond capacity with Fords, Chevys, and Chryslers? Are we worried that the economy would suffer if more cars were left in the garage? Or is it some kind of auto-worker machismo that's driving us to ruin?

The shape Detroit finds herself in is an utter embarrassment to me, every Michigander, and should be especially vexing to you. My advice to MDOT is to let the outlying highways decay (we expect, at this point, nothing else) and send the money downtown. With some effort in the city, the demand for those highways would wane. Eventually they could be torn up--and here is where we would really begin to start saving taxpayers money.

Thank you for your time, and believe me to be

Sincerely yours,

Greg Gromaski  
Systems Engineer - TRW Automotive  
Mustang, Taurus & Continental Brakes  
Tel: (734) 266-5594 / Fax: (734) 266-5695

From: Al J Fischer <aljfisher@yahoo.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 4/20/01 12:44PM  
Subject: I94

Mr Lopez,

I understand that MDOT is studying spending 1.3 BILLION dollars on a six mile stretch of the I94 highway.

My I, in the strongest possible way, object to the spending of the state of Michigan's money in such a way. That expenditure will help only a select group of people while diminishing the amount available for many, many other projects. Furthermore, it is my understanding that MDOT has studied this and stated that it could instead build rail lines (including track, trains, and buildings) connecting multiple communities to the city of Detroit. If that is so, and I believe it to be, then the I94 expansion plan would be a severe betrayal of the public trust.

While the section of highway does need work, it does not need it at that expenses. There are much less expensive options.

Please do not spend all the money for one basket.

Al Fischer

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<http://auctions.yahoo.com/>

**From:** "Haelewyn, Gary" <ghaelewy@kmart.com>  
**To:** "lopezjos@mdot.state.mi.us" <lopezjos@mdot.state.mi.us>  
**Date:** 4/20/01 11:46AM  
**Subject:** I-94 Project Comment

Jose, just a short note stating my concerns over the planned I-94 expansion project running from Conners to the Lodge.

I would much rather see the 3 rail lines connecting Mt Clemens, Pontiac and Ann Arbor to the city of Detroit than 6 miles of concrete to alleviate the few hours of Monday through Friday morning traffic for this small stretch of roadway.

The entire region seems to have a traffic problem in the morning no matter where you're headed. Spending \$1.3 billion to solve the problem for 6 miles seems like a huge expenditure that will benefit a very select group.

I urge MDOT to seek out and implement alternative methods of transportation for this area and drop this boondoggle waste of taxpayer dollars.

Gary Haelewyn  
PTW - eLMO Corporate P/O's  
248-463-5408  
3102 Sheffield Bldg  
GHALEWY@KMART.COM



From: "bob durivage" <bobtsbp@hotmail.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 4/19/01 7:08PM  
Subject: I-94

Expand I-94 to 20 lanes? Preposterous! There are 6 lanes now. I could discuss 8, 10, maybe 12- but 20? Lots of real estate will be knocked out- including homes. The vast amount of money would be better spent on mass transit. 20 lanes? Ludicrous!

Robert duRivage

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**From:** <stephanie.mays@gm.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 4/23/01 12:26PM  
**Subject:** I-94

I am truly and thoroughly disturbed by the condition of I-94, and it seems nothing is been done to correct the problems. Most people I talk to who have to drive under the stressful conditions of I-94 daily do not concern themselves with expansion as much as they do with having a safe, comfortable road to travel on. I only wish that MDOT felt the same way. I understand the necessity of future planning, but there is also a saying "Don't put off til tommorrow on things you Can do Today". I believe that it is entirely possible for the potholes I have to dodge everyday to have a fix (temporary or otherwise) -- without having to wait for the decision on whether or not expansion is the correct choice. If fixing the current problem continues to get pushed off til the next mandate, I can only forsee more accidents, more broken axles, more congestion, more stress and less things being done to support the thousands of MDOT customers who drive on I-94. Until the roads get fixed, I will continue to get nasuea from driving on the bumpy highway and eventually I'll be saved from a pothole that swallowed me. Please help!!

You can respond to this e-mail and forward any correspondence to:  
stephanie.mays@gm.com.

From: <Nicoleta\_M\_Vekos@cisgi.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 4/24/01 5:00PM  
Subject: Proposed I-94 construction

I recently read in "The Eastsider" newspaper that the Bureau of Transportation Planning or MDOT is considering a construction project to widen the I-94 freeway for a 6.7 mile stretch in Detroit without giving due consideration to expanding public transportation for the Detroit metropolitan area.

The article stated that there was a 1997 study to construct 3 rail lines with one to go to Mt. Clemens and two others. I'm writing to you today to say that I would definitely like some form of mass transit constructed in the Detroit metro area. This city is much too large to not have a mass transit system in place. Boston, Chicago, Atlanta, Los Angeles, and New York have them. Many European cities have them as well, and tourists, who visit these cities, have no trouble getting around.

It is very frustrating to go anywhere in Metropolitan Detroit, now. If there was a viable rail/subway network in place, which connected to buses that actually went somewhere, there would be less congestion on the roads, less pollution, and people, who are not able to drive due to disability, age, fear, or have to many traffic violations, can get to work or wherever they need to go without a big hassle.

Please, give consideration to the construction of a mass transit system for Metro Detroit. I would definitely like to use it.

Thank you,

Niki Vekos

From: "Gary Denolf" <gmdenolf@sprintmail.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/1/01 11:01AM  
Subject: I-94 Rehab

Mr. Lopez-

I saw several articles about the proposed I-94 rehabilitation and wanted to make a couple comments.

I have lived on the east side of Detroit and driven I-94 for over 30 years. Unfortunately it has been allowed to deteriorate to the point that it is an embarrassment not only to the city of Detroit but the entire state of Michigan. I have traveled much of the U.S. and cannot think of a worse stretch of highway anywhere. A great impression for visitors to our great state!! It needs to be fixed - and fixed as soon as possible.

It is also unfortunate that there was not a little more foresight involved when it was engineered and constructed to allow for future expansion. To widen it as proposed is now a colossal task- and the question is- is it really necessary? Would it be money well spent? My answer is no.

The biggest traffic flow problem we have on 94 is that there is constantly construction going on- entrance and exit closures, lanes shut down, pothole repair crews, bridge repair crews, etc., etc., etc.. The few times there is not construction going on traffic flows adequately. Sure- it would be better with 4+ lanes but it is adequate. There are alternate routes one can take if necessary off the narrow stretch's of 94.

To me the most logical solution is to finish rebuilding the bridges and to completely re-pave the existing lanes as quickly as possible. Money saved should be directed to other roads or public transportation as some have proposed. Get the job done and get it done soon!!!!

-- Gary Denolf

-- gmdenolf@sprintmail.com

-- EarthLink: It's your Internet.

**Powell, Linda M.**

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**m:** I94Detroit  
**Sent:** Monday, May 14, 2001 2:31 PM  
**To:** 'Dzettner@aol.com'  
**Subject:** RE: Web Feedback - I-94 Rehabilitation Project

Thank you for taking the time to email your questions/concerns. We appreciate the feedback. I can try and help you find some of the items you are looking for in the DEIS document. One of your questions was related to the cost of the project. On page 4-38 of the DEIS, under section 4.7.4: Goal 4 - Cost Effectiveness, you will be able to find the cost of the project. The discussion on transit can be found in sections 4.2.10 and 4.5.2. Section 4.5.2 contains the majority of the transit discussion. Thank you again for your time.

Linda M. Powell, PE  
Parsons Brinckerhoff Michigan

-----Original Message-----

**From:** CFMail@mdot.state.mi.us [mailto:CFMail@mdot.state.mi.us]  
**Sent:** Sunday, May 13, 2001 11:48 AM  
**To:** I94Detroit  
**Subject:** Web Feedback - I-94 Rehabilitation Project

The following person has been submitted feedback through the I-94 Rehabilitation Project website:  
in Zettner

592 Saint Clair  
Grosse Pointe, MI 48230  
Dzettner@aol.com

Question(s):

1. I have worn my fingers down trying to find the cost of this I-94 Rehab project. Where do I find these figures?
2. Nowhere do I find any mention of mass transit as an alternative to private cars. Where has this been considered as congestion relieving proposal in this plan?
3. I do not support this or any plan that does not include increased mass transit.
4. This plan is clearly centered around the proposed increase in truck traffic due to an assumed Free Trade Area of the Americas agreement being signed. Where is the assesment of existing truck weight regulations on highway deterioration? How about the impact of more restrictive regulations, as is the case in our neighboring states? How about the impact of deregulation because of it's nature as a trade barrier?

**Powell, Linda M.**

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**From:** CFMail@mdot.state.mi.us  
**Sent:** Wednesday, May 09, 2001 4:22 PM  
**To:** I94Detroit  
**Subject:** Web Feedback - I-94 Rehabilitation Project

The following person has been submitted feedback through the I-94 Rehabilitation Project website:

larry roberts  
1441 st. antoine, rm 1209  
detroit, Mi 48226  
aparoberts@yahoo.com  
No questions asked.

**Powell, Linda M.**

---

From: CFMail@mdot.state.mi.us  
Sent: Wednesday, May 09, 2001 10:51 AM  
To: I94Detroit  
Subject: Web Feedback - I-94 Rehabilitation Project

The following person has been submitted feedback through the I-94 Rehabilitation Project website:

Aaron Harcek  
500 Griswold St., Suite 200  
Detroit, MI 48226

Question(s):

&#8220;The rebirth of Detroit&#8221;. This has been the motto of visionaries in the Detroit area for the past decade and longer. When asked how this new city will arise from it&#8217;s desolate past, these people talk of new ballparks, casinos and corporate headquarters either built or now under construction. They talk about new condos being erected around the downtown area, and the numerous night-clubs and restaurants opening up. The mayor has spoken on many occasions on how Detroit will someday be a &#8216;destination city&#8217;, a &#8216;world-class city&#8217;. But when I read about how the state government wants to spend over a billion dollars on another temporary solution that will fail over time, I can see that the future that lies ahead for Detroit is bleak.

If Detroit wants to become like Chicago, Toronto or any other numerous destination cities, it needs to look at investing in tried and true urban design philosophies. One is to provide transportation solutions for both residents and non-residents of Detroit. With approximately only 50% of Detroit&#8217;s residents owning automobiles, an expansion to a freeway hardly seems to accomplish this goal. Another is to build a lasting infrastructure, not something that will temporarily alleviate a problem. Part of the reason that Detroit is in this position, is that for the last 40 or so years the city has been ignored. Along with the &#8216;white flight&#8217;, there has been virtually no investment made to upgrade or even maintain the city&#8217;s infrastructure. Another urban design feature is to create a seamless &#8216;urban fabric&#8217;, one that will provoke more pedestrian activity and maintain the current level of activity. Multiple lane highways and expressways create large cuts into this fabric, and hinder pedestrian traffic. There are already numerous examples of this throughout Detroit.

As a practicing architect in the Detroit area, and an avid supporter of mass transit, it is disappointing to see how little research has been done on &#8216;alternative&#8217; transportation and how much has been done on the &#8216;old standby&#8217; expressways. And although mass transit is a foreign concept for Detroit, it has been effectively used throughout the world. It provides a democratic solution for a democratic society. The sad thing is that I am probably writing this in vain. The wheels that have been moving Detroit along its current course have not slowed or altered their course, and will continue to do so until it is too late to even hope of this city becoming something better than another victim of the industrial age.

**Powell, Linda M.**

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**From:** CFMail@mdot.state.mi.us  
**Sent:** Thursday, May 03, 2001 5:51 PM  
**To:** I94Detroit  
**Subject:** Web Feedback - I-94 Rehabilitation Project

The following person has been submitted feedback through the I-94 Rehabilitation Project website:

James Melton  
3545 Grayton St.  
Detroit, MI 48224  
jdmdetroit@cs.com

**Question(s):**

Repaving I-94 is a good idea. But widening it as planned is bad policy and would be bad for the city.

The goal should be to REDUCE vehicle traffic by providing alternatives like mass transit and better rail access for freight. Only these alternatives would make the city more liveable, reduce pollution and make Detroit competitive with other big cities in attracting jobs and residents.

Carving more freeway lanes into the city sends a message that Detroit does not want to be a "real city" like Chicago or New York. It says we seek to be a backwater that cares little about improving quality of life. It also bolsters the view that we are so fanatically tied to the auto industry that we'll defy our own interests to serve it.

Detroit deserves to be a modern, growing city with a modern infrastructure -- one that includes a modern transportation system.

So why are the "powers that be" so anxious to pave it over and chase away potential residents? Have we totally given up on the idea of competing with cities like New York, Boston and Chicago for the new residents and new businesses a better quality of life might attract?

Have we really become so cynical that "just pave it" is our idea progress?



**well, Linda M.**

---

**From:** CFMail@mdot.state.mi.us  
**Sent:** Tuesday, May 01, 2001 6:06 PM  
**To:** 194Detroit  
**Subject:** Web Feedback - I-94 Rehabilitation Project

The following person has been submitted feedback through the I-94 Rehabilitation Project website:

Dan Conley  
11850 E. Outer Drive  
Detroit, MI 48224  
khanlee@sarthlink.net  
313.642.1988

**Question(s):**

I can not believe this is still under study. Please fix it already. I have damaged 2 tires this year alone driving on 94 between 75 and conner. I can not believe that we are not taking advantage of the weekend fwy closures for bridge repair to work on pavement issues at the same time.

Please fix my road.

Dan Conley

**From:** <WelchJason@cs.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/3/01 3:36PM  
**Subject:** I-94 expansion

Dear Mr. Lopez:

After reading an article in the April 19th issue of the St. Clair Shores Sentinel regarding the I-94 expansion, I felt compelled to send you my view on the issue. I currently travel I-94 everyday to and from work from St. Clair Shores to Dearborn. I must say that in all the major cities I've ever visited, I've never seen a road in worse shape. I am also very surprised in how few lanes all of metro-Detroit major highways have. When visiting cities like San Francisco, Miami, Los Angeles, and Dallas, they have twice as many lanes in their downtown areas.

The article stated that the proposed expansion would add one lane in each direction (4 lanes in total), a median for future expansion and add a lane to each service drive (making the service drive 3 lanes each way). I am encouraged by this type of expansion, however, believe that by adding 2 lanes on the highway itself (in each direction) and not adding any lanes to the service drive, the money would be better spent. First of all, there is never any congestion on the service drives as they are. Second, whenever construction hits, (which seems like almost every year) and a lane or two is cut down, there would still be 3 lanes for travel.

If you have any questions for me, I can be reached at (313) 562-5007 or [jwelch@wwkinvestments.com](mailto:jwelch@wwkinvestments.com)

Thank you for your time.  
Jason M. Welch

From: "Tom Stephens" <lebensbaum4@earthlink.net>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/5/01 8:37PM  
Subject: Expansion of I-94

Jose A. Lopez  
Public Hearings Officer  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, Michigan 48909

May 5, 2001

Dear Mr. Lopez:

I would like to add my voice to the outpouring of opposition that I hope you will receive regarding MDOT's ill-conceived proposal to further burden Detroit with a massive expansion of I-94. Surely the state government can find better uses for \$ 1.3 billion than making a few miles of interstate highway even wider.

The many racially discriminatory aspects of public policy in Michigan under Governor Engler are well illustrated by this latest proposal: no predominantly white community would willingly accept - or be targeted for - such a massive public works project in its midst, when it is specifically designed not to serve the community itself, but rather to bypass that community. The poorly managed growth of Detroit's outer ring suburban communities is contributing to spoiled resources like Lake St. Clair, partly because of inadequate infrastructure ten to twenty miles north of I-94. Meanwhile, the exploitation of Detroit's inner city for lucrative and unnecessary mega-projects like this, in the nearly total absence of quality public services, such as mass transit, perpetuates the devastation and abandonment of metropolitan core urban communities. This proposal is part of a vicious circle that should be stopped immediately.

Atlanta's experience with widening I-75, followed by even worse traffic congestion throughout their metro area, shows that more and bigger highways can actually cause worse traffic problems. Similar adverse developments can be expected in the Detroit metropolitan area, if this project goes through. While it may be a lucrative deal for the road construction industry, it is an urban planning atrocity that should be rejected by any well-informed official acting in good faith. I ask that the proposed expansion of I-94 in Detroit be rejected, and the resources used for sustainable development to improve the quality of life in Detroit and its surroundings.

Sincerely,

Tom Stephens  
28685 Malvina Ct.  
Warren, Michigan 48093

From: "Robert Andrew Mccann" <mccannr1@pilot.msu.edu>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/7/01 10:16PM  
Subject: I094 Expansion

Instead of spending yet another millions of dollars expanding I-94, why don't we spend the money at the root of the problem? The lack of public transportation. Take the money and invest it in a real public transportation system, and you will solve the traffic problems on the State's freeways without having to widen them. Everybody is forced to drive wherever they go because they don't have a choice. We have wasted too much money on roads already, let's not waste any more on a quick fix.

From: <Bilarodet@aol.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/8/01 6:44AM  
Subject: I-94

April 7, 2001

Jose Lopez  
P.O. Box 30050  
Lansing, Michigan 48909

I live in the Woodbridge neighborhood and have been looking forward to a rebuilt I-94 for some time. I-94 seems to be perpetually under construction and I was looking forward to the day when it would be open on weekends and provide a less jarring ride.

After reading that the project was delayed for further public comment, I finally decided to check the I-94 project website. Much to my surprise, I discovered that I must now write this letter of opposition to the project. The excellent website very effectively demonstrated to me that the project will harm the quality of life for residents of this area. People live in cities because there is a special feeling in closely-knit communities that are densely packed and full of unusual buildings and corners. In every successful large city, old neighborhoods are preserved and cherished. This can be seen in Chicago, New York, Canada and anywhere in Europe. In those places historic structures and neighborhoods are preserved at any cost, even if it means slight transportation inconveniences.

When I reviewed the plans for I-94, I saw that the freeway would include three-lane service drives, I saw that it would remove permanently the footbridge that connects our neighborhood with Wayne State University and that it would remove the 3rd street bridge, cutting off the Fourth Street neighborhood. The plan pretended to address concerns about removing historic structures by stating that they would be videotaped for archiving. It stated that putting sidewalks along these three-lane service drives would be beneficial to the neighborhood.

We who live in this neighborhood do not want three lane service drives, and if they were built, it would be the last place we would want to use a sidewalk. I-94 should be repaired, but it does not need to look like I-696. People do not walk across I-696. We like it here because we can walk and bike and jog through historic neighborhoods to Wayne State University and to the most important cultural institutions in the state.

We learned long ago in Detroit about the damage freeways can do to communities. Please do not make the same mistake again. The I-94 plan would chip away at one of Detroit's few remaining pockets of historic neighborhoods. It would remove important bridges and create immense and forbidding spans of concrete between our neighborhoods.

Detroit's neighborhoods are on the brink of a great resurgence, but it is still fragile. The plan for I-94 might be good for truckers and commuters trying to get back to the suburbs, but it is one more insult to those of us who love this city and want to see it once again a place where people want to live.

Bill Aro  
4705 Avery  
Detroit, Michigan 48208

From: "David Rodgers" <dcr@umich.edu>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/8/01 8:47AM  
Subject: Rails vs. Expressway

Just a quick note to let you know that I favor the development of commuter railroads to combat the growing traffic snarls in cities such as Detroit and in my native Washtenaw County.

The current plan of continual widening of expressways seems a poor solution both for congestion and for the environment. Add to that that there is a continued loss in maintaining new expressway area while rail solutions have a built in cost recovery and in some cases even the potential for profit.

Just wanted to put a word in the right ear. Thanks for taking the time to read this.

=====  
David C. Rodgers, KHRI, The University of Michigan  
Ann Arbor, MI 48109-0506, 734-936-3551, dcr@umich.edu

From: "Justin KLIMKOJG" <KLIMKOJG@butzel.com>  
To: <iopezjos@mdot.state.mi.us>, <rosineg@mdot.state.mi.us>  
Date: 5/8/01 8:56AM  
Subject: Current status of Interstate 94

I am writing with regard to the status of the current resurfacing of I-94 in Detroit. I live in Grosse Pointe Woods and work in downtown Detroit and frequently travel I-94, both for work and to reach Metropolitan Airport. I am impressed with the progress of the resurfacing on the eastbound lanes between Gratiot Ave. and Vernier; in just a couple of weekends, most of the old surface has been removed and new asphalt has been laid on a portion of this stretch.

However, I am mystified as to how this stretch was chosen for repair. Although the roadway was not in good shape along that stretch, frankly it was much better than the portion of the eastbound roadway between I-75 and Gratiot. That portion, which is not being resurfaced, is nearly impassable in spots. There are significant stretches where there is virtually no surface. More than just an eyesore, inconvenience and embarrassment, it is unsafe. The road surface on this stretch is far beyond its useful life and I can't imagine how you could expect it to continue in service for another few months, let alone another several years (and several winters). I am aware that you are planning a major rebuild of I-94, but that project appears to be several years away. It is inconceivable that the road surface between I-75 and Gratiot can function until the rebuild.

Are there no plans to improve the eastbound roadway between I-75 and Gratiot? Friends and family from out of town who visit and must travel I-94 constantly express amazement to me that a major freeway in a large city could be in such woeful disrepair. If you don't believe that this is true, or are unaware of it, I invite you to ride it with me sometime so that I can show you what I mean.

Thank you for your time and attention.

Regards,

Justin G. Klimko  
Butzel Long  
150 West Jefferson, Suite 900  
Detroit, Michigan 48226  
Telephone: 313-225-7037  
Fax: 313-225-7080  
e-mail: klimkojg@butzel.com

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Thank you.

**From:** "Cathy Muha" <cmuha@med.umich.edu>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/8/01 8:58AM  
**Subject:** Comment on I-94 expansion

I am strongly against your proposed expansion of I-94 through the Detroit area. All of that money would be better spent on public transportation. We need to move forward in conserving energy and cutting back on air pollutants, not backwards by providing more road space for "business as usual" plus more. Let's make Detroit a model of conservation through public transportation, not a disgrace, where our children are all sick with asthma due to air pollution. Spend that money on public transportation—it's about time!

Cathy J. Muha  
Applications Programmer  
Dept. of Nursing, UMHS  
734-615-4754



From: John Gear <jmgear@acd.net>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/8/01 10:37AM  
Subject: I-94 "Rehab" project

John Gear  
210 West St.  
Lansing MI 48915-1768  
517-371-1901  
jmgear@acd.net

May 8, 2001

Mr. Jose Lopez  
Public Hearing Officer  
Michigan DOT

By e-mail to lopezjos@mdot.state.mi.us

Dear Mr. Lopez,

Please add my name to those OPPOSING the \$1,300,000,000.00 expansion of I-94 in Detroit. This lunacy must not proceed. This project would be a disaster even in a growing state flush with revenue – in a "shrinking" Michigan facing the loss of a Congressional representative, it is doubly insane.

Michigan should SCRAP THIS PLAN and get with the 21st century, which is going to need to be about building mass transit and non-polluting alternatives to the single-occupancy vehicle – NOT pouring more and more dollars into the concrete nooses around our cities.

Please ensure that these comments are entered into the public record. Thank you.

/s/ John Gear

**From:** Tim Athan <athan@adi.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/8/01 12:17PM  
**Subject:** I-94 Rehab

Hello:

I believe that this road expansion is a very expensive mistake! It seems to me to be throwing money at a problem in the least forward thinking manner possible.

Respectfully submitted,  
Tim Athan, Ph.D., P.E.

From: "Phillip Farber" <pfarber@umich.edu>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/8/01 12:45PM  
Subject: I-94 widening project

Dear Mr. Lopez,

I am writing to express my opposition to the Detroit I-94 expansion plan as it stands. The staggering amount of public funds proposed for the project would be better spent developing alternatives to automobile and truck-based transit.

Southeast Michigan is crying out for light rail and inter-urban bus lines to relieve traffic congestion and break the never ending cycle of road build and increasing use of the personal automobile for transportation. We need alternatives desperately.

The impact on quality of life from the perspective of air pollution on health, loss of life in traffic accidents, loss of time from increasing congestion and disruption of community life from more roads and traffic is reaching intolerable levels. I fail to see how 1.3 billion dollars spent on widening 6 miles of I-94 will help to address any of these problems.

It is my opinion that this project not a good use of our tax dollars. I encourage MDOT to investigate alternative means to achieve a better transportation mix in southeastern Michigan.

Respectfully yours,

Phillip Farber

---

Phillip Farber, Information Retrieval Specialist  
Tel: 734.615.2572 | Fax: 734.647.6897  
Email: pfarber@umich.edu | Web: <http://www.umich.edu/~pfarber/>

Digital Library Production Service (<http://www.umd.umich.edu/>)  
Hatcher Graduate Library, University of Michigan  
308 Hatcher North, Ann Arbor, MI 48104-1205

**From:** "mark caldwell" <mydogrocks@mediaone.net>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/8/01 6:24PM  
**Subject:** I-94

I would like to register my opinion for the I-94 "rehabilitation" plan for the expansion of I-94 between I-96 and Conner to 20-plus lanes of pavement.

First, the cost is outrageous. I can't believe this project has even been proposed given it's pricetag. I don't want my Michigan tax dollars supporting it.

Second, the alternatives for public transit for this kind of investment should be pursued especially in light of the fact that Detroit Metro transportation is miserable.

Finally, environmentally and socially, I think paving to this extent even at half the price is irresponsible.

Sincerely, Mark Caldwell -Ypsilanti MI

**From:** "phil campbell" <phil1512@earthlink.net>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/8/01 9:19PM  
**Subject:** I-94 Expansion.

Dear sir, We can not continue to widen expressways, unless there is clear action and progress to improve mass transit. the 94 expansion may be needed, but I am going to urge my representatives to block any funds for such freeway expansion unless at the same time there is something much more than just plans for mass transit to the northern suburbs, or to Metro air port, or both.

I have observed the wonders of the Metro system in D.C. and other mass transit systems in major world cities. We must take pressure off of our roads or there will be total gridlock. The Metropolitan Detroit Chamber of Commerce is working hard to get a mass transit system in operation for this area. The state government must spend substantial dollars on mass transit so that there will be room on our highways for trucks so that our commerce can continue to grow.

Thank you. Philip M. Campbell 1512 Chateaufort Place. Det.MI 48207

740 Morley Court  
Dearborn MI 48124

May 8, 2001

Mr. Jose Lopez  
MDOT  
PO Box 30013  
Lansing MI 48909

Mr. Lopez,

I am writing in opposition to MDOT's proposed plans to "rehabilitate" I-94.

As a frequent driver of this freeway, I realize that some work obviously needs to be done.

The perception to people like myself is that this plan is being pushed through with not a lot of input from or consideration of ALL the citizens of the Detroit area.

So much money is being discussed - only for CONCRETE!! We also need to spend money on alternative transit.

From what I've read, the proposed plan is also very anti-environment.

SEMCOG is preparing a regional transit plan for the area. Let's get all the interested players together to discuss all relevant transit issues, including I-94. Take the time to get it right!

Sincerely,

Mary Jo Durivage

**Enid Hilton Brown, M.P.A.**

Consultant and Pattern Scientist

Licensed Private Investigator

30666 Oakleaf

Franklin, Michigan 48025

PHONE (248) 737-0914 FAX (248) 737-2109

E-mail: [enidbrown@yahoo.net](mailto:enidbrown@yahoo.net)

May 9, 2001

Jose Lopez, MDOT's Public Hearing Officer

P. O. Box 30050

Lansing, MI

email [lopezjos@mdot.state.mi.us](mailto:lopezjos@mdot.state.mi.us).

Re: Proposed I-94 construction project

Dear Sir:

I would like to share a few comments on what may be the intended plan of MDOT to construct a major expansion of I-94. I am restricting my comments to prompt questions for your office (and related agencies) to explore. As a scientist of social systems, with a background in quality management and focus on how we might better manage the interfaces among our complex arenas, I see classic examples of interface issues as enumerated below. Since I do not have details, I merely raise questions.

1. Massive widening of a 7 mile area presents obvious bottlenecks at both ends! One might assume those bottlenecks could be managed with further extensions ... or major forking into alternative traffic modes. What is the long term plan for both the roads and PEOPLE?
2. The mass of concrete, the breadth of highway mass is a visual, symbolic and ecosystem problem. Having traveled through New Jersey massive highways coming out of NYC, almost a decade ago, I still feel the visceral experience of removal from a civil society to become entrapped in a terrifying race-track like experience which insured I would never want to visit that part of NJ again! Aren't the lane breaks and grass strips too inconsequential?
3. Image Detroit "welcoming" people with up to 24 lanes straddling together with relics of traditional neighborhoods symbolically reminding drivers what is really important to Detroit? Sure this is Motown, but even the automotive companies are eager to connect with consumers in personal ways. How might you better convey **COMMUNITY** and **CUSTOMER CONNECTION**?
4. Auto companies are beginning to embrace a new perspective - focusing more on meeting the **MOBILITY** needs of its customer base (ALL citizens) rather than simply automotive transportation. As a consultant serving the automotive community, I have some knowledge of this direction. I would be happy to share more details of this subtle shift. Would you like to meet?
5. My work with Dr. W. Edwards Deming - and MDOT's specific follow-up with auto companies to learn about his theories and how MDOT may apply some of his principles, led to a number of requests for my consulting time. While I'm well aware that your initiative a few years ago (in which I was consulted) has waned, this background context prompted me to consider some issues MDOT may wish to address. Are you interested?
6. The State of Michigan, Office of Highway Planning has distinguished itself with some very positive efforts toward addressing current and future mobility needs. I've attended a number of conferences or meetings in which they have participated, and currently serve on an Advisory Board in which they have representation. Key findings in terms of the maturing driver populations are hardly a surprise. Have you consulted with Betty Mercer or Pat Carrow with Michigan State Police's Office of Highway Planning?
7. Older driver issues are a prime concern of agencies such as NHTSA and the Federal Highway

Administration, among others. Two international conferences this winter featured research on Automotive Medicine stressing the safety issues associated with driving environments throughout entire life cycles. The young and old have body structures more vulnerable to injury; for example. Vehicle should be designed with this in mind. Highways should also be designed for people of all ages. Numerous studies show that aging drivers, still fully competent to drive under "normal" conditions, may find a massive multi-laned highway too terrifying. No surprise! Aesthetically, it is intimidating, uninviting ... and reflective of an incoherent sense of community. How does your environmental impact study address this concern and integration with other efforts by government agencies?

9. Detroit has a wonderful quality we so often ignore. Detroit is full of neighborhoods and mini-communities. Some are not very attractive, some are poor or perhaps drug-ridden. But, communities can be strengthened. Huge barriers -- like a Berlin Wall -- that separate natural communities, can have devastating effects beyond the events of the moment. MDOT needs to look at the impact on community integrity. Are Detroit planners involved in reviewing your proposal?
10. Community also involves addressing mobility needs of *all* citizens -- encompassing the breadth of diversity of the population gamut. While socio-economic factors are obvious, those factors that transcend financial resources are too often ignored. How does your plan address non-drivers and those transitioning to restrictive or non-driving status?
11. Wealth cannot buy health or immortality. The concept of "tragedy of the commons" is a proverbial system caveat. (If all sheep graze in the village green, there will be no grass ... and ALL will die.) If we provided enough roads to eliminate traffic, there would be no land for homes! If concrete covers too much land, water does not soak in the soil, and prevent flooding, clean the water, etc. Water quality issues, flooding, run-off problems and pollution are matters *directly* linked to highway construction. How are these issues being addressed? How are the interfaces with other agencies being managed?
12. Alternative transportation options and multiple options can address some of these concerns. Solutions to mobility needs require broad understanding of socio-economic-political-environmental systems. The biological model of ecosystems may be helpful in examining issues. Has your agency created a forum to incorporate expertise from these arenas? How might "we" help facilitate this essential component of MDOT's role in serving the public?

If you are convinced the car-companies always want more roads, I would really appreciate hearing about your sources. There are some wonderful leaders in the auto industry who are working diligently to transform assumptions about their shortsighted vision. Customer loyalty and corporate profits are highly correlated with the corporate image of a company that cares about people, communities and the environment.

In summary, I am sharing some comments to prompt mutual exploration. My biases are strictly that of *inquiry* -- not as advocate of a particular position. I have not studied your plan in great depth and cannot argue details. However, my experience in framing issues and exploring complex system interfaces may be helpful. That is my intent. Please feel free to contact me.

Sincerely,

Enid Hilton Brown



From: Kathy Mitten <jkmitten@yahoo.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/10/01 11:24AM  
Subject: Better solutions are available than the current I94 proposal

Dear Mr. Lopez,

Please consider this my testimony against approving the I94 proposal.

There is a very strong possibility that there are 49 other DOT's with the same mentality as ours. I just drove back through Pennsylvania's Appalachcans and saw new bypasses cutting swaths through mountains, burying streams, cutting off farmers' fields from themselves, and redesigning the face of the only a Michigan issue.

The title of an article in this month's Audubon magazine is called "Flattening West Virginia" where the coal mining companies are literally "moving mountains", blowing up, slicing off, and levelling grand and glorious landscape/habitats/water supplies in the name of energy supplies for a demanding economy.

All these utility and transportation interests are controlled by speculating shareholders who have been promised billions in profits. Regular people who work for them support the destruction in the name of job security. It seems to me that we have to stop yielding to panic, stop yielding to pressure for obscene profits, and listen to the myriad of alternatives as sustainable, job creating, industry expanding, profitable choices everywhere you look.

Expensive, wasteful, and irresponsible roadbuilding, rebuilding and maintenance does not have to be the policy of MDOT. A good I94 freeway that accommodates traffic and trade does not need to cost 1.3 billion. Fractions of that disgusting number can be diverted to provide alternates and supplements instead of yielding to a discriminatory definition of transportation that confines itself to motorized vehicles at the expense of mobility, health, and access by the entire population.

Kathy Mitten  
16317 Edmore  
Detroit, Michigan 48205  
313-371-0930

President of River of Life - Watershed Projects  
Vice-President of Transportation Riders United

From: "Dave DeRight" <dderight@hotmail.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/10/01 6:13PM  
Subject: Public Comment: I-94 expansion in Detroit

May 10th, 2001

NO BUILD Public Comment  
re: I-94 expansion in Detroit.

Dear Mr. Lopez,

I've been a close observer to transportation issues both locally and statewide for some time, and I'm very concerned—as a state taxpayer—about the currently proposed I-94 expansion project under DEIS review in Detroit. I read the recent editorial by your Director in the May 8th Detroit Free Press of which I disagree with, and the related coverage in the same paper that same day about the Texas Transportation Institute's "Congestion" report. I also helped release the Surface Transportation Policy Project's "companion" report here in Kalamazoo that ranked Detroit third in the nation in being burdened by a lack of transportation choices to help citizens escape Detroit's mounting traffic congestion problem. It's getting pretty obvious that Detroit cannot solve congestion by forever expanding their highways, and citizens—over and over—are showing they want something different; yet that is what M-DOT is so blindly proposing—at an enormous cost to us—for the 7 mile segment of I-94 in near-downtown Detroit. We have to do better than that.

Please put me down as a NO BUILD supporter until the transit system and the intermodal freight system is up to par in Detroit. These are both much more cost effective and worthy of our current priority.

M-DOT's Mr. Ari Adler says that transit's a "hard sell" in Michigan in the Congestion report coverage I referred to above? Well I disagree. When citizens are given equitable and convenient choices, they'll respond. That's being proven here in Kalamazoo and across the country in strongly increased ridership when we make transit a priority. We are only scratching the surface of what's possible, and continually wasting precious resources on poorly planned highway expansion sends the wrong signal to the public.

Thank you for your time.

Sincerely,

David B. DeRight  
718 Wheaton Ave.  
Kalamazoo, MI 49008

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CC: <kdkhands@voyager.net>, <dderight@hotmail.com>

Michigan Department of Transportation  
Attention: Jose' Lopez, MDOT Public Hearing Officer  
P.O. Box 30050  
Lansing, MI 48909

Comments on the proposed I-94 improvements, specifically, the "Build alternative," hereafter to be referred to the "I-94 Expansion Project."

The "I-94 Expansion Project" makes to provisions for regional transportation needs, i.e. mass transit.

The Michigan Department of Transportation has woefully neglected to consider the needs of the entire region when proposing the "I-94 Expansion Project," which include regional transit for all people. MDOT has overlooked the impact of decreased transit in this proposal. Families in the Detroit area, who have begun to dig themselves out of outright poverty are simply being set aside in an effort to please the trucking commerce of the area. I suggest that this oversight may continue to promote racial segregation tendencies in the region. If this neglect is not intentional, then it is a poor effort to improve the region for all those who choose to live here.

The trucking industry is only one piece of the regional business puzzle.

MDOT has overlooked the regional need for transit. MDOT officials have admitted during recent public hearings on the DEIS, that heavy pressure is mounting from the trucking industry. I cannot understand why I must help pay for infrastructure improvements for big business. The trucking industry should help to pay for these improvements.

It is time to consider mass transit in our transportation needs.

The area can certainly benefit from convenient through-ways for trucks. However, the region is just coming out of the dark ages, the shadows of racial tensions of the past three decades. This new climate can be harnessed to bring together the regional governments, and bring about long needed changes for the city, the region, and the state. An improved regional transit system can raise the economic outlook of many area residents, and employers.

Widening the freeway only helps to create a larger regional area in terms of land use.

The expansion continues a trend of outbuilding, and costly sprawl. This continuing unregulated growth will have a more devastating effect on the inner ring cities. Current planning trends in southeast Michigan do not require developers to pay the true costs of growth in newly built community. Instead, public tax dollars are spent to create infrastructure where it is needed. This means that as a Detroiters, I am helping to pay for the improvements to outlying new community infrastructure, while the Detroit infrastructure continues to deteriorate i.e. local freeway bridges, and the Detroit sewer and water systems.

**The expansion works against sorely needed smart growth policies.**

New regional studies are targeting smart-growth opportunities. The smart growth can only be as successful as the region transit system allows. Currently, any persons on the lower rungs of the employment spectrum must spend greater portions of dollars earned on a more costly mode of transportation. New regional transit ideas, if given a chance to work, have the possibility of providing low-income workers with a viable option to owning an automobile.

**The expansion is only the first of a multi-phase project that is too big.**

This "I-94 Expansion Project" is just the first phase of a multi-phase project to rebuild I-94 from I-696 to the east, and to Wyoming Rd. to the west. The impact of the entire project must be considered before coming to a conclusion as to which proposal to begin. I cannot see the possibility of taking more land for expansion to the east or the west of this project. The costs are overwhelming to a region that cannot afford these luxuries. The needs of industry and business and the needs of the people who live and work here must all be considered before making a commitment of this size to the improvement of I-94.

**The expansion creates more "railblocks" to local rail companies.**

The single most important problem with the "I-94 Expansion Project" as I see it, is the lack of inclusion of ant transit improvements. The build alternative makes no consideration of local rail services for both the movement of people and the movement of products. Incentives could encourage businesses to move products by rail, and relieve some on the traffic. We do not know the outcome of studies being done with regard to the Detroit Intermodal Freight Terminal consolidations.

**If transit is to go in the median, then it should be set aside for transit.**

Jacksonville Florida has just purchased right-of -ways for transit lines that they expect will be needed in their near future. Though the "I-94 Expansion Project" is being sold as a transit improvement with full-length service drives for busses,

and a median for "future" transit, the plan itself states that the median is a possible expansion area for more road traffic.

**If we are going to improve and increase rail use, then we should preserve rail right-of-ways.**

The disassembly of the rail right-of-ways for this project set back the possibility of any new rail service by decades. The 2001 MDOT I-94 draft EIS sheet 13-4 shows a massive dissection of the rail right-of-way that angles from east bound to south bound Grand Trunk Western Conrail line. Future transit and rail commerce may find these lines very valuable. They will be gone under the build alternative. Sheet 13-6 shows a Conrail bridge over the freeway, without consideration for the service drives. Sheet 13-9 also shows no consideration for the service drives. The build alternative dissects the GTRW-Conrail line on 13-1. It appears that the design of the build alternative sees no need for rail whatsoever. If our local problem is congestion, making better use of our hard-fought-for rail right-of-ways would directly address this issue.

**The expansion is too big.**

This "I-94 Expansion Project" takes too much land. The freeway should be designed in a sleeker fashion. The new wider footprint is overkill. We do not need 18-20 lanes of traffic to travel east/west on I-94.

**Regional Rail Studies are being overlooked while planning this expansion.**

The project as proposed, is a pie-in-the-sky request for funding that includes all manner of possible needs for improvement. However, no real investigation of true needs, the ability to fund those needs, or any real vision of the future of the area has been done. If this plan includes all the possible hoped for improvements, as suggested by the project director, then why doesn't the build alternative work to improve traffic flow through the region using more than bigger, wider roads. Page 23 of the May 2000 SEMCOG regional transportation plan suggests

**".... positive public perception of transit is crucial to its (the Detroit region) future success. Transit must become viewed as a viable, attractive travel option for all people and not solely a last resort for the transit dependent. This change in attitude will require a concerted effort on the part of transit providers, government agencies and advocacy to demonstrate the overall benefit of an improved transit system and develop a stronger foundation of support throughout the region."**

It is difficult to understand how MDOT could be moving forward with this type of plan before seeing data being gathered by SEMCOG visioning studies covering the real possible use of rail between Ann Arbor, Metro airport, Lansing and Detroit. The study of rail between Metro and downtown Detroit should be included in this study. The Detroit Regional Chamber is heading a grassroots effort to bring about public transit improvements. MDOT would do well to consider the wishes of the chamber. The chamber is in the process of assembling the pieces needed to collectively govern a local transit system. But, if MDOT just proceeds and spends 1.3 *billion* dollars to "improve" this 7 mile stretch of the project, the reality of any transit changes is diminished.

**If we are not ready to implement these new ideas in our regional transportation network, then we are not ready to build a new expansion to I-94.**

The pressure from the trucking industry is not an over-riding concern that should undermine the region's critical needs for a new transit system. For example: sheet 13-8 is a view of the I-94 and Gratiot interchange. This will be a prime location to create a hub for transfers of people from one direction on I-94, to another direction on Gratiot. Instead, Detroit is using money to build a transfer station only 1.5 miles away. This is due to a lack of communication between local governing bodies.

It is time to consider how we will effectively address transit issues. This "I-94 Expansion Project" does not consider our current needs for improvements to the regional transit system. For example, the rail line that has run from Pontiac to Detroit, under the build alternative, will not be able to be resumed.

**New trends in regional growth planning are not considered.**

**To think that the answer to all our area needs is to widen all our roads is a 'Head in the sand' approach. We must consider what is good for the entire region. Other states are working to improve their regional needs by using creative alternatives to present-day Michigan planning. Governor Glendening, of Maryland, has been quoted as saying**

"We all know that we will not solve our problems by just building more roads to accommodate sprawl, and not worrying about the environmental effects. Similarly, we know that we will not solve our problems without addressing land-use decisions and other root causes."

**Why build a bridge just to tear it down?**

Since this is the one of several projects on I-94, how does MDOT propose to avoid the bottlenecks created by construction? Is the trucking industry bringing more pressure on MDOT before improvements have had an opportunity to improve travel conditions? For example, the Dequindre Yard Bridge Reconstruction is not complete. Andy Zeigler has stated that the new bridge does not fit into the new plans in its entirety. (Stated in a personal interview following the Detroit Planning Commission Meeting presentation May 3<sup>rd</sup>, 2001) So before the bridge is completed, and the road fully reopened, MDOT is proposing to teardown the project to make way for a new plan.

We should ask why no opportunity to see the results of the new bridge are given?

Will it improve I-94?

How will this change impact traffic flow on I-94?

MDOT could use the opportunity of repairing I-94 to create commuter rail segments to ease traffic back-ups during construction, as was the case in Miami. I understand federal dollars are available for such a system.

#### **Improvements are needed.**

I believe some improvements are needed. We have lacked the fiscal fortitude to continue to maintain roads and bridges. Now, it has become a critical situation. I suggest that the area may benefit from a better road design, and improvement, but I do not think that the "I-94 Expansion Project" is that design. A new *two-lane* service drive may do much to improve the movement of vehicle and busses through the I-75/M-10 stretch of I-94. Better education to the hazards of driving along this stretch of road may take care of the traffic slow-downs. Drivers must be educated about the, now unusual, left side merging lanes that have been incorporated into the I-94 freeway. Teaching drivers is much less expensive than changing the freeway design.

John Lydick, Biologist, WSU Grad Student, Local Science Instructor  
1990 Edison  
Detroit, MI 48206

**From:** jeanie wylie-kellermann <jeaniewk@thewitness.org>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/10/01 7:30PM  
**Subject:** not widening I-94

Dear Mr. Lopez:

I'm writing to urge in the strongest terms possible that I-94 not be expanded and widened. I am no fan of traffic jams. (We currently have plenty as the current infrastructure is revamped). However, widening the highway is precisely the wrong solution. Spend those funds and other moneys on mass transit that make ecological, social, and economic sense.

I live in southwest Detroit and would see this only as an assault on our neighborhoods and humanity.

Sincerely,

Rev. Bill Wylie-Kellermann



From: "Stan Ulman" <stlads@flash.net>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/10/01 8:03PM  
Subject: Mass transit and I-94

Dear Mr. Lopez,

As a regular user of I-94 I would like to add my opinion to the issue of widening this stretch of highway. If what I have been reading is true, the state is about to spend a huge amount of money that will not solve the problem of congestion but will add to pollution and the displacement of people and businesses.

I certainly hope that planners begin taking seriously the need to create appealing and reliable alternative transportation choices. The Detroit Metro area lacks what other large metro areas take for granted: public transit. Before spending 1.2 billion dollars, please change the focus of your solution to congestion.

Sincerely,  
Rev. Stanley Ulman  
Secretary, MOSES

**From:** "Detroit Mass Transit Admin" <admin@DetroitMassTransit.org>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/10/01 9:53PM  
**Subject:** Stop the I-94 project NOW

Construction increases traffic jams, gas prices rise and Detroiters waste hours every year sitting in congestion every year. How do you spell relief from all three of the problems?? T-R-A-N-S-I-T

Its time to think of the future and stop waiting for a crisis to arrive. Be a man, show some cajones, do your job.  
Start planning instead of reacting.

Act now. Lets get mass transit rolling. Are you up to the challenge???

**From:** "Tom & Karen Lewis" <ktlewis@peoplepc.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/10/01 10:22PM  
**Subject:** I-94

Mr Lopez,

I heard there is a plan to expand the number of lanes on I-94. I grew up on the Eastside and have taken I-94 either downtown or crosstown for the last twenty years. It's difficult to remember a time when

I-94 wasn't under construction. As a collective, metro Detroiters have spent millions of extra hours commuting because of construction projects. Although I would welcome a faster commute, I don't think the expansion is a solution. It's the more-of-the-same answer. Besides the "hell" of surviving the expansion, there is the cost of maintenance of the extra lanes. It's not worth it. I think the billion plus dollars would be better spent on finding commuting alternatives that hopefully could be adopted elsewhere.

Think differently. Thanks for your time.

From: <Kimeeaster@cs.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/10/01 11:23PM  
Subject: I-94 expansion

I am a resident of Ann Arbor. I enthusiastically support increased public transit, and urge you and the other MDOT officials involved in the proposed I-94 expansion to consider putting our dollars toward better mass transit services instead.

Thank you for your attention to this message.

Sincerely,

Kim Easter  
P.O. Box 3394  
Ann Arbor, MI 48106  
(734) 302-7168

**From:** "Diane Kempen" <dkempen@explainers.com>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/11/01 8:24AM  
**Subject:** Road building on I-94

Widening I-94 by Detroit is not the answer. . .no matter what your question is. Widening existing highways doesn't speak to intelligent land use, to environmental concerns, or to moving the most people for the least amount of money. The only intelligent, thoughtful, responsible answer to traffic congestion is improved public transit. We're in the next century now. Why don't you join us.

Diane Kempen  
The Bishop Company  
dkempen@explainers.com  
616-381-9416

From: <Jimbush4135@aol.com>  
To: <james.steele@fhwa.dot.gov>  
Date: 5/11/01 11:19AM  
Subject: (no subject)

Gentlepeople:

I respectfully urge cancellation of the I-94 widening project, because:

1) It would accelerate the carrying metastasis that is gobbling up 13 square miles of wetland, farmland and forest land each year in this region. We are essentially zero sum growth since the 1973 oil crunch that turned us into the rust belt poster child. Each vehicle using the new road will require parking spots at each end, plus fraction of parking spots at "drive-in" services along the way. Each spot will be connected by sprawling driveways and berms to "alleviate" congestion. In a metropolitan area, each vehicle will have some 4000 square feet of pavement plus berms.

2) Governor Engler's 1992 Relative Risk Analysis found that the 3 biggest threats to the environmental were:

- i) suburban sprawl, which wastes land and capital
- ii) deterioration of the cities, and
- iii) the way we produce and use energy (fuelishness).

The I-94 expansion offends on all 3 counts. It will shift people, jobs and tax base from the transit-friendly city to the suburbs, and it will encourage fuelish carrying.

3) It simply appeases the carrying monster by throwing more pavement to subsidized

driving. Not only are such road-required services as traffic cops not paid by user fees, but state and local governments are using general revenue for road construction and maintenance. Such Soviet-style pricing will only produce more congestion. The equivalent of some 50 cents per gallon in property taxes and state revenue sharing is spent by local governments for roads and road-required services.

4) The carrying culture isolates the carless. The resulting structural unemployment is a drag on the Michigan economy. The critical issue for Michigan's future is whether Detroit teenagers will be able to get jobs. Analysis of census data over the last 3 decades show that Detroit teenagers are much more likely to seek their fortunes in Michigan than suburban teenagers, who are much more likely to migrate to other states.

5) Expanding I-94 will harm national security by increasing oil imports and dependency on the 3 Persian Gulf nations who will control marginal oil supplies, -- no matter what is produced in Alaska, the Caucasus, etc. Three Persian Gulf nations sit on some 45% of the world's proven oil reserves. Neighboring Iran and the United Arab Emirates have another 20%, but they can't increase production without massive investment. Until 1996, motor fuel taxes paid a little less than 10% of the Pentagon's cost of protecting the Gulf. TEA 21 shifted the 4.3 cents per gallon to building more roads. Think USS Cole!

A patriotic plan, good for both our environment and our economy, would seek to shift the modal split from cars to transit, walking and cycling; and, from through trucks to rail. The entire investment resources of the state

and federal government should be mobilized, adding the Michigan Strategic Fund and other tax-free municipals, Clean Water Act funds that would otherwise be used for draining roads and parking lots, to the resources of MDOT and USDOT.

The most critical of the non-renewable resources (including energy) is time -- time to covert from fuelishness to energy efficiency!

For Michigan and America,

James A. Bush  
18674 Muirland  
Detroit, MI 48221  
313-864-4876  
jimbush4135@aol.com

CC: <lopezjos@mdot.state.mi.us>

**From:** <Stuart.Smith@med.va.gov>  
**To:** <lopezjos@mdot.state.mi.us>  
**Date:** 5/11/01 11:54AM  
**Subject:** I-94 expansion.

Dear Mr. Lopez:

I wish to comment on the expansion of the I-94 stretch near down-town Detroit. I am a native of Chicago and I have been living near down-town Detroit in the Lafayette Park neighborhood for 10 years. I am white and I work at the Veterans Affairs Medical Center in the Medical Center. I commute about 2.5 miles to work and so, I have little use of the freeways for daily commuting. I do about 25% of my shopping in the neighborhood and for 75% of my shopping I do use the freeway system and must also use it to commute to the Metropolitan Airport or visit friends in outlying areas.

I full well realize that the I-94 stretch of freeway in question is in dangerously bad shape and requires repair/replacement. But, I am not convinced that lane expansion is required. As a Chicago native, I am fully aware of the REAL VALUE of a functioning public transportation system through-out a metropolitan area. Detroit really needs such a coordinated system and will never grow into the world-class metropolitan region it deserves to be without such a system. I do urge that the I-94 plan include provisions for implementing real progress toward public transportation corridors that can be expanded upon as regional political will finds the where-with-all to move forward. This need has to begin to be addressed somewhere/sometime and this is an excellent opportunity for core initiatives.

Stuart W. Smith, PhD.  
Program Specialist  
(Work phone: 313-576-3593; FAX: 313-576-1233)  
Home: 1703 Orleans Street  
Detroit, MI 48207-2771  
Phone: 313-393-0604



From: larry roberts <aparoberts@yahoo.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/11/01 1:52PM  
Subject: I-94 rehab project

i have not read all the material on this project but i can agree with MDOT on one point: the road is in horrible repair. it does not seem to me, though, that the answer is to expand a roadway which will become more traveled and need more repair, which means more shutdowns, more orange cones, etc.

there are many entrances and exits close together, but since the initial construction of the freeway caused it to cut through a vibrant community, it does not seem logical to cut off exits and entrances either. the roadway needs repair and repair which will last (rather than some stretches of blacktop which will crown over and then split with weight and heat). there could be some extensions of entrance ramps: widening and allowing more room to merge, without adding lanes to the overall freeway. there could be a push for carpooling, rather than continually putting up with one person, one car traffic as we tolerate now.

there could be a heavier tax on those SUVs that now weigh at least two tons, get maybe 16 mpg, and take a lot of space. they, with our liberal truck traffic, cause the weight per mile to increase, which obviously causes more problems, more pollution, and add nothing to the quality of life of those near the roadway.

MDOT and the state could push for transit pools, where companies work with MDOT and the state in urging workers to park on the fringes of the metro area, hop a bus or minivan, and come to work. workers pay part, the company pays part, and part is subsidized since overall transportation costs would go down as would wear and tear on I-94. reliable mass transit, funded by the over \$1 billion estimated for this project (which, logically, can only be one portion of a then larger project: rehab of all of I-94 in Wayne County, since with one part "fixed", the other parts will suffer), would cut the need for the huge scope of rehab projected. \$1 billion buys a lot of large buses, or 10-20 passenger minibuses, pays the drivers, etc.

the workers participating in such a plan would save on parking, gas, probably insurance costs, and would leave the driving to someone else. or MDOT and the state could urge citizens to use the current bus system, albeit imperfect as it might be. a bus with 50 people tears up less freeway than 50 cars on the same stretch.

i am for repair and regular maintenance of the I-94 stretch involved in the plan, something which seems never to have been planned for. it seems only when a car disappears in a pothole does MDOT get the orange cones out and the patch. you know the road will wear away. why not continually work on it: from the airport to the macomb co. border? no doubt some such work is done but maybe consideration should be given to better repairs: use of concrete instead of tarmac patch, and realization that preventative maintenance can be done.

because it is only logical to realize this rehab project is but one part of a multi-phase project for I-94 and connector roadways, i would recommend consideration of alternatives. some mass transit with good quality repair/replacement where needed, would solve some immediate problems. then, a strong policy campaign for carpooling (special lanes, etc) or urging use of buses may alleviate the single person in a car every day phenomenon. detroit does not need more vehicles being given paths thru the city. we do not need more pollution caused by adding more lanes for more SUVs and trucks.

---

Do You Yahoo!?

Yahoo! Auctions - buy the things you want at great prices  
<http://auctions.yahoo.com/>

From: steve weed <smccannweed@mediaone.net>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/11/01 2:11PM  
Subject: I-94 rehab

Mr. Lopez, my interest in the I-94 project in Detroit (and especially the part of the I-94 rebuilding in Macomb County, where I live) comes from my desire to encourage more viable transportation alternatives for commuters, beyond the sole means of cars and trucks which almost all people in Metro Detroit must use to get around. Increasing the commuters' convenience, reducing the transit expenses for each citizen, and reducing the impact on the environment are all results we can achieve! Most people don't believe this is possible, yet it can be done with good long-term planning. The public participation in transportation planning, MDOT's planning included, has been minimal. Some guiding questions need to be asked regularly about the status of our highways (as well as major and minor surface streets, rails, bus, bike, and sidewalk paths, which I assume are mostly outside your responsibility). For example, "how many years on average will each mile of highway be expected to last before resurfacing must be done? how many years before complete replacement?" Reports on TV, radio, and newspapers should broadcast these kind of facts as reliably and regularly as seasonal stories on deer hunting, boating, or Michigan State Fair. The assumption that we must have cars and roads built only for cars and trucks is an assumption that should be questioned. Annual reports that point out how temporary these apparently solid structures are would be one example of a way to reorient public awareness in a wise and helpful way. To get to the point about the I-94 project, I believe the proper sequence of projects in the re-construction of the highway can permit progress on more than one goal at a time: first, the goal of rebuilding the existing lanes; second, building one or two lanes with rails to permit current and future use by both trains and cars/trucks; third, correctly developing the right-of-ways, freeway service drives, bridges, and exit/entrance ramps can permit and encourage use of pedestrian/bicycle/bus/car&truck jitney transfer points. These transfer points, or transit interchanges you could call them, would also allow and encourage new business growth, especially if MDOT allows rezoning of their right-of-ways. Please let me know what you think.

CC: <kv01bps@birmingham.k12.mi.us>

**From:** John K Loftus <loftusj@tteenergy.com>  
**To:** <Lopezjos@mdot.state.mi.us>  
**Date:** 5/11/01 3:38PM  
**Subject:** I-94 Rehabilitation Project

Hello there,

I am writing in regards of a close knit community that is threatened by the Build Option from Mdot. The community I am referring to is the Positively 4th Street community. It is bounded by Holden and the Lodge freeway. I am proud to be a homeowner and 15 year resident of this idealic community. I know all of my neighbors by a first name basis. I know what they do for a living. And most are more then willing to participate in our various activities. We regularly hang out together in our community park, as well as play volleyball on our court. We also put on a fair every year were we invite the whole metro community to our neighborhood to show it off and what city living could really be. I believe tearing down even one house is amount to cutting off the main branch of a tree and hoping it will survive. You and the officials at Mdot know that a few more lanes of freeway will not solve the commuting hassles. I presently work in three locations I-94 and Haggerty in the city of Belleville, 19 mile and Hayes in Shelby Twp. and Livernois and Warren in the city of Detroit. As you can see I use I-94 to commute quite often and have never had a problem with it. I believe in the no build option with mass transit being the answer. I also have a problem with the way the meetings where conducted. In the past they were held in an auditorium where the crowd was seated and could ask questions and listen to the responses of the representatives of Mdot. This time it was a divide and conquer theory where you talked to a representative of Mdot but, you could not get the collective voice of the people heard and benefit from their knowledge. Lets keep this jewel of Detroit intact for the future benefit of Detroiters.

Proud to be a member of the Positively 4th Street Community,

John K. Loftus  
5810 4th Street  
Detroit, Mi 48202

Ph 313 871 2815

From: krusher <krusher@whoever.com>  
To: <lopezjos@mdot.state.mi.us>  
Date: 5/11/01 5:20PM  
Subject: I-94 Widening

Mr. Lopez,

I'm writing to oppose the Michigan Department of Transportation plan to spend 1.3 billion dollars to expand and improve 6.7 miles of I-94 in Detroit. In a city with scarce and unreliable transit options, and where up to a third of the households do not even own a car, this is a real misdirection of funds and effort.

The MDOT website for this project indicates that transit was considered, but discarded because it did not meet the goals of the project. This is hardly surprising, because the stated goal of the project was to improve I-94. Had MDOT started with a more reasonable premise (that is, not assuming that improving I-94 was the solution to traffic problems on I-94), I'm sure it would have arrived at different conclusions.

I long for the day when I can take a fast and efficient train into Detroit from surrounding areas, and use reliable transit options within the city. But that day will never come if MDOT insists on allocating huge percentages of its budget for projects like this, and tiny fractions of that amount on transit options that would benefit drivers (by getting cars off the road) and non-drivers (by giving them greater mobility) alike.

Please remember that MDOT is not the Department of Paving or the Department of Highways, but the Department of Transportation, and that includes giving all Michigan residents and visitors reasonable transportation options.

Kris Talley  
515 Spring St.  
Ann Arbor MI 48103

---

FREE Personalized Email at Mail.com  
Sign up at <http://www.mail.com/?sr=signup>

CC: <ktalley@umich.edu>

**Powell, Linda M.**

---

**From:** I94Detroit  
**Sent:** Tuesday, April 17, 2001 9:40 AM  
**To:** 'weber@igc.org'  
**Subject:** FW: Web Feedback - I-94 Rehabilitation Project

Dear Ms. Weber, Your comments have been received and are a part of the public record. Thank you.

Linda M. Powell, PE  
Parsons Brinckerhoff Michigan

-----Original Message-----

**From:** CFMail@mdot.state.mi.us [mailto:CFMail@mdot.state.mi.us]  
**Sent:** Thursday, April 05, 2001 9:15 PM  
**To:** i94detroit@pbworld.com  
**Subject:** Web Feedback - I-94 Rehabilitation Project

The following person has been submitted feedback through the I-94 Rehabilitation Project website:

Margaret Weber  
15015 Piedmont  
Detroit, MI 48223  
weber@igc.org  
**Question(s):**  
April 5, 2001

**To:** Adiele Nwankwo, Project Manager  
**Re:** I-94 Rehabilitation Project

I am opposed to the proposed expansion of I-94 between I-96 and Conner. We should be

- \* looking for ways to encourage mass-transit
- \* looking for ways to decrease use of fossil fuels
- \* looking for ways to reduce greenhouse gases
- \* looking for ways to rejuvenate neighborhoods, not expand highways
- \* looking for ways to reduce air pollution, not increase because of increase traffic.

I can support the rebuilding of the existing I-94. In no way do I support the expansion.

Please confirm that you have received this for the public record.

MAIL ADDRESSED TO  
THE GOVERNOR  
&  
OTHERS

Michael J. Whims  
3932 Lakes Edge Dr.  
Commerce Twp., MI 48382  
March 22, 2001

Representative Marc Shulman  
PO Box 30014  
Lansing, MI 48909-7514

Re: I-94 Rehabilitation Project

Dear Representative Shulman:

I am a life-long Michigan resident and have commuted to my downtown Detroit employment for over 20 years. I cannot recall such misplaced largess as that being offered by MDOT to "fix" I-94 between Connor and I-96. I have had an opportunity to see some of the details of the draft EIS, and am shocked by the enormity of the plan as compared to the downplayed public announcements. One's suspicions could get aroused over this if it weren't for the residents' blind faith in MDOT.

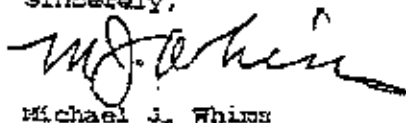
My primary objection to the project is its premise that more capacity is needed for some future amount of NAFTA-induced traffic. On the one hand, I agree that if it weren't for increased future truck traffic the expansion is NOT needed. On the other hand, I fail to see why this undetermined amount of future truck traffic will be travelling on this stretch of I-94. It seems to conflict with FWA plans.

TEA-21 established the I-69 Corridor as a new route to Mexico from Canada, according to my website searches. I travel I-69 to and from Sarnia and believe it to be capable of handling significant additional two-way truck traffic between Sarnia and Chicago and other midwest cities. If the additional truck traffic expected for the I-94 project is this traffic, there is already an available route.

Likewise, truck traffic at the Ambassador Bridge crossing will not utilize the project route if it is midwest-bound, and vice versa. Outlets are also available to northbound routes from the Ambassador Bridge. There seems to be a disconnect in the story as told by MDOT and reality, unless I am missing something very fundamental. Perhaps we need to look farther back into Canada, and ask why truckers prefer to travel Highway 402 as opposed to 401, if that's part of the dilemma for Michigan.

Finally, the 1.3 Billion dollars proposed for this unnecessary project is a real slap in the face of anyone who has hoped for transit improvements in southeast Michigan. I am a transit user, or was until the City decided to remove the bus stops on Fort Street. There has always been a clear message to citizens of Michigan and particularly metro Detroit: "You don't need transit". Well, I and several thousand others think we do, and are tired of the perception by others that we are 50 years behind the rest of our neighboring big cities.

Sincerely,



Michael J. Whims



refers to...

1162018

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Main Page

**Message No. 1**      **Date:** 03/29/2001      **Time:** 9:28:54 AM  
**Name**      Kristin Olin-Sullivan  
**Address**      20838 Country Club Drive  
**Address Line 2**  
**City / State**      Harper Woods, MI  
**County / Zip**      Wayne 48225  
**E-mail**      [kolin@htcc.net](mailto:kolin@htcc.net)  
**Organization**      Michigan Resident  
**Topic**      Rail System vs. I-94 Expansion  
**Message**      Please support a rail system vs. the expansion of I-94. Even though I drive 94 daily and would welcome relief from the stress and road rage that freeway travel brings, I am most concerned for the



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many, many people who are unable to get to meaningful employment because they have no transportation. Southeastern Michigan has no reliable public transportation system-if you don't own a car, with all the trouble and expense that comes with that privledge, it is nearly impossible to move about efficiently, or inefficiently.

Southeastern Michigan is an embarrassment-especially when comparing it to any other major metropolitan city in the United States. Visit Chicago, Atlanta, Toronto, San Francisco-You don't need a car! One feels welcome in those cities because it is easy to move about-Detroit is just the opposite. It is one of the most unwelcoming, difficult cities I have ever experienced.

The entire State of Michigan would benefit from the improvements a rail system would bring to southeastern Michigan. Please do not throw away more money on a freeway that will be constantly under construction or repair - Do something that will benefit more than just those who can afford cars!

Thank you,  
Kristin Olin-Sullivan  
20838 Country Club Drive  
Harper Woods, MI 48225  
313-882-3751

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**Responded?** ☒ **No**



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DIRECTOR  
Department of Transpon.

#28189

Frank C. Corley, P. E.  
23500 Marshall  
Dearborn, MI 48124-1431

April 2, 2001

Governor John Engler  
State of Michigan  
P. O. Box 30013  
Lansing, MI 48909

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APR 11 2001

**DIRECTOR**  
Department of Transportation

Dear Governor Engler:

Subject: Widening of I-94

Please allow me to comment on the proposed expansion of I-94. I-94 already is one of the roads that has divided neighborhoods and made life less pleasant in Detroit and suburbs. It is a source of noise and air pollution plus death and destruction from multiple accidents.

Future development should be by rail. It is cleaner, quieter, safer and costs less than adding more highway lanes. We already have lightly used natural rail corridors: Norfolk Southern, ex-Wabash next to I-94. It could readily serve from airport to downtown. Norfolk Southern, ex-CR, PC, MC next to Michigan Avenue could readily serve from Ann Arbor and west to downtown. We also have the CSX corridor that could serve area along I-86 and on to Lansing and west. One CN (GTW) corridor could serve the Woodward route north to Durand. CN(GTW) has another lightly used corridor out to Mt. Clemens and Port Huron. There is no need to expand I-94 or any other expressway. We have under-utilized existing rail corridors that can be used.

I recently have visited Seattle, Portland, Sacramento and San Francisco. They all have light and heavy rail facilities that are filled with tourists and locals. They are fast, clean, efficient and non-polluting. When new rail operations are initiated, both residential and commercial development and re-development skyrockets near the transit stops. We should spend future highway money on rail transit to revive SE Michigan.

Best regards,

*Frank Corley*

Frank C. Corley, P. E.  
Registered Professional Engineer  
Michigan # 17053

# 20185

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**Message No. 1**      **Date:** 04/04/2001      **Time:** 6:55:02 PM  
**Name**      Greg Norris  
**Address**      8900 e jefferson apt 916  
**Address Line 2**  
**City / State**      detroit, MI  
**County / Zip**      Wayne 48214  
**E-mail**      [norrisgroup@mail.com](mailto:norrisgroup@mail.com)  
**Organization**      Student - College or University  
**Topic**      i 94 and mass transit  
**Message**      please reconsider spending 1.3 billion on the I 94 expansion. the logical solution to reducing congestion is mass transit i.e. commuter rail, speedlink, etc. this is the cheaper, environmentally friendly and just plain smarter way to acheive your goals. you have done an excellent job so far (except for closing down the mental institutions and a few other mistakes), please don't allow this potential tragic use of my money.



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greg norris  
citizen

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**Responded?** ☐ No ☒ Yes



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**Message No. 1**      **Date:** 04/06/2001      **Time:** 7:49:55 AM  
**Name**      Roger Von Deylen  
**Address**      24642 Christina Dr.  
**Address Line 2**  
**City / State**      Brownstown Twp., MI  
**County / Zip**      Wayne 48134  
**E-mail**      [rogervon@wdl.net](mailto:rogervon@wdl.net)  
**Organization**      Michigan Resident  
**Topic**      I-94 Roadwork  
**Message**      Gov. Engler;  
I recently returned from a business trip to Japan.  
Due to the lack of available land, it is not  
uncommon for busy roads to be stacked as  
many as 3 levels high.  
When thinking of the work on I-94, I was  
thinking that instead of widening the roadbed,  
stack the roadway. Just imagine that when the  
construction was completed, the number of lanes  
for I-94 would instantly double. It seems to me  
that this solution would alleviate congestion for  
many more years than adding a couple of  
additional lanes.  
Thank you for your consideration.

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Message No. 1 Date: 04/06/2001 Time: 7:27:32 AM  
 Name Steven Reifman  
 Address 32228 Olde Franklin  
 Address Line 2  
 City / State Farmington Hills, MI  
 County / Zip Oakland 48334  
 E-mail stwoodward  
 Organization Michigan Resident  
 Topic I 94 Widening Detroit  
 Message



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Don't Go there. I am the Chairman of the Friends of Woodward, Detroit, a participant in Regional Citizens League who co produced to Metro Transit Video Taped Forums in the mid 90s and a concerned citizen. We need a Metro Transit Vision not one very expensive reworked archaic road, I 94. Don't go there. Please make sure that all aspects of this are calculated before you waste our money on this ill conceived notion. Metro Detroit needs a Transit Vision to reduce the use of the Single User Vehicle.

Steven W. Reifman  
 Reifman & Glass, P.C. Attorneys at Law  
 LegalGenius.com, Cyber Legal Service Access & Exchange  
 30300 Northwestern Highway, Suite 301  
 Farmington Hills, MI 48334  
 248-932-4000  
 fax 248-932-4009  
 email to stwoodward@aol.com

Message Status

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Responded? No ☐



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APR 10 2001

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 Department of Transportation

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Message No. 1

Date: 04/05/2001

Time: 11:29:37 AM

Message Status

Name

Harry Kurne

fingerd ☐

Address

63 Meadow Lane

Printed? ☒ Yes

Address Line 2

Responded? ☒ No

City / State

Grosse Pointe Farms, MI

County / Zip

Wayne 48236

E-mail

[hkurne@home.com](mailto:hkurne@home.com)

Organization

Michigan Resident

Topic

I-94 Remake

Message

I SUPPORT the thoughts expressed in today's Detroit Free Press Editorial, that the public comment period should be extended on the I-94 Remake until after the October regional transit plan.



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The proposed "digging the ditch wider" seems like a abhorant waste of money - \$32,396 per FOOT!!! The I-96 to Connor stretch has always been a mess, expanding that to 8 lanes geometrically increases the mess!

Let's be creative. Improve surface roads and transit so trucks going into and out of the I-96-Connor area can exit the freeway a bit further out and use good surface streets will get them to their unload point. They can return to the freeway system the same way.

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APR 11 2001

DIRECTOR  
Department of Transportation

# 28130

8200 Jefferson East, Apt. 1004  
Detroit, MI 48214  
April 1, 2001

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APR 11 2001

DIRECTOR  
Department of Transportation

John Engler  
P.O. Box 30013  
Lansing, MI 48909

Dear Mr. Engler:

I live in Detroit.

I drive to work every day on these roads in Detroit. The state troopers do not hand out traffic tickets for people driving 75 mph in a 55 mph zone. The amount of interstate that is marked for travel at 55 mph has decreased to an ignorable length. I have been tailgated by honking semis who wish to travel at 80 when I am travelling at 65 mph in a 65 mph zone. I saw the gasoline hauler explode on the Fisher/Chrysler interchange last year. I am scared of cell-phone-wielding maniacs. The introduction of the CCW will make this whole affair of commuting more threatening.

Through the Michigan Department of Transportation, you propose to build a super-highway through the middle of Detroit. When highways were built in the past, people were forced to move. The people who remained had to put up with road noise from the nearby highway. The forced change caused a bleed that has only begun to clot; your department proposes a new lash through the heart of this city.

I live here. Your plan will change my life for the worst. I don't want to see a rebuilt mega-highway. I want to see mass transit. I want to ride on a subway that will take me near enough to work that I can walk. I want to be off these maniacal roads. I want a safe way to get to work. I once lived in D.C. The Metro in D.C. is famously safe and efficient. If you asked me, the only major gripe I have with Detroit is lack of mass transit.

I don't see the point in spending our money on a new mega-highway. I-94 is never backed up when there is no road construction. Yet, you propose more construction. Yes, the surface is horrible. Replace it. Yes, people drive like maniacs. Make the cops do their job. Yes, haulers explode on the highways. Lower the speed limits. Use more signage to indicate upcoming road hazards.

If you don't consider the needs of the people, the people will go elsewhere.

Yours truly,

  
John Stasko

Michael J. Whims  
3932 Lakes Edge Dr.  
Commerce Twp., MI 48382  
March 22, 2001

Representative Marc Shulman  
PO Box 30014  
Lansing, MI 48909-7514

Re: I-94 Rehabilitation Project

Dear Representative Shulman:

I am a life-long Michigan resident and have commuted to employment for over 20 years. I cannot recall such an opportunity to see some of the details of the draft EIS, enormity of the plan as compared to the downplayed public suspicions could get aroused over this if it weren't for a faith in MDOT.

*Answered  
by  
Michael Whims*

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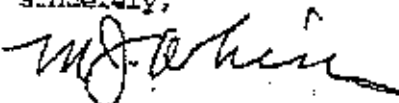
My primary objection to the project is its premise that more capacity is needed for some future amount of NAFTA-induced traffic. On the one hand, I agree that if it weren't for increased future truck traffic the expansion is NOT needed. On the other hand, I fail to see why this undetermined amount of future truck traffic will be travelling on this stretch of I-94. It seems to conflict with FHWA plans.

TEA-21 established the I-69 Corridor as a new route to Mexico from Canada, according to my website searches. I travel I-69 to and from Sarnia and believe it to be capable of handling significant additional two-way truck traffic between Sarnia and Chicago and other midwest cities. If the additional truck traffic expected for the I-94 project is this traffic, there is already an available route.

Likewise, truck traffic at the Ambassador Bridge crossing will not utilize the project route if it is midwest-bound, and vice versa. Outlets are also available to northbound routes from the Ambassador Bridge. There seems to be a disconnect in the story as told by MDOT and reality, unless I am missing something very fundamental. Perhaps we need to look further back into Canada, and ask why truckers prefer to travel Highway 402 as opposed to 401, if that's part of the dilemma for Michigan.

Finally, the 1.3 Billion dollars proposed for this unnecessary project is a real slap in the face of anyone who has hoped for transit improvements in southeast Michigan. I am a transit user, or was until the City decided to remove the bus stops on Fort Street. There has always been a clear message to citizens of Michigan and particularly metro Detroit: "You don't need transit". Well, I and several thousand others think we do, and are tired of the perception by others that we are 50 years behind the rest of our neighboring big cities.

Sincerely,



Michael J. Whims



MDOT received 72 postcards by the deadline from 72 different people with the message printed below.

Dear Mr. Lopez,

As a member of the Fourth Street Auxiliary, I have sent this postcard to express my concerns regarding the latest wasteful and destructive plan put forward by MDOT that would displace this neighborhood.

Two years ago, we protested MDOT's I-94/US-10 Interchange expansion plan. In response to our concerns, MDOT and Parsons/Brinkerhoff contrived a viable alternative that would not destroy our neighborhood and displace the residents. However on March 5, 2001, another revised plan was presented that rescinded the design that would permit the neighborhood's survival. We find this to be ethically, morally, and fiscally irresponsible.

Our neighborhood been targeted in the past by corporations, developers and criminals. With each threat, we have prevailed. It is not our intention to be destroyed by MDOT. The Bureau of Transportation and Planning should be aware that there is strong resistance and objection to the annihilation of Fourth Street.

The "No Build Option" is the only alternative presented to us by the Michigan Department of Transportation that I can support.

Respectfully,

MDOT received 357 postcards by the deadline from 357 different people with the message printed below.

Dear Mr. Lopez:

MDOT's proposed alternative on the I-94 project is highway robbery. The final EIS needs to review alternatives that better meet the needs of taxpayers and the future vitality of Detroit. The proposed alternative is not smart, conservative design because it will:

- Further drain vitality from the city
- Harm people's health and increase asthma, cancer and premature death due to increased car and truck pollution.
- Increase noise, air pollution and contaminated storm water run-off
- At the cost of \$1,300,000,000, drains public money from transit investments.
- Miss the opportunity to add capacity through a cost-saving transit component as part of the project
- Excessively burden minority communities.
- Center space for transit is fraudulent; it's really for future truck lanes.

**Fix I-94 first and add capacity through transit and rail improvements!**

Yours truly,

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Address: